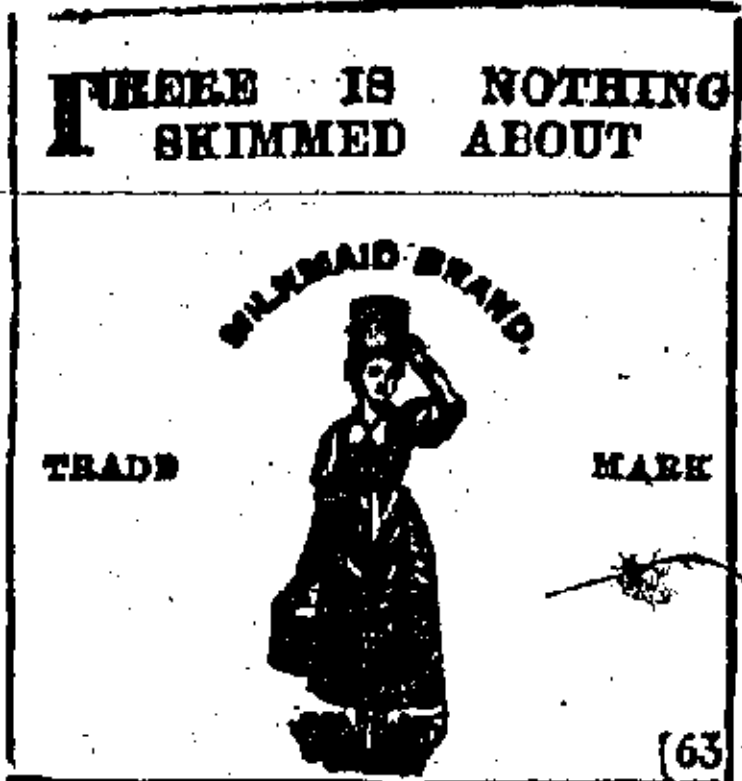




Hongkong Daily Press.

ESTABLISHED 1857.

IN PREPARATION.
THE
DIRECTORY & CHRONICLE
FOR 1913.
Complete Edition ... \$10.00
Smaller " ... 6.00
Order now direct, or from the
Agents in all the Foreign
Settlements throughout the Far
East.

No. 17040, 號十六零千七萬一第 日一初月二十年子壬 HONGKONG, TUESDAY, JANUARY 7TH, 1913. 二拜禮 號七月正年二國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT,
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 29th April, 1908. [a 398]

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
KISHIDAKE, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW,
KAMITAMADA and Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals
HEAD OFFICE—MABUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
OTABU, MURORAN, KOBE, OSAKA,
SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI."
Codes: A1, ABC 5th Ed., Western Union
AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACDONALD & CO.
SINGAPORE: Messrs. BORNHOLD & CO., LTD.
For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong
Hongkong, 2nd August, 1912. [616]

12N TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1111]

NEW CARTRIDGES.

BY popular English Manufacturers. In all
Bore and Sizes.
SMOKELESS POWDERS and CHILLER
SHOTS. From No. 10 to 88SG. at \$5, \$7
and \$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1226]

SINGON & CO.

ESTABLISHED A.D. 1880.
IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Casts Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37,
SING LONG STREET (2nd St. west of Central
Market). Telephone No. 515. [156]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.

S.M.R.

SOUTH MANCHURIA RAILWAY.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

LONDON TO SHANGHAI
IN 14 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified
surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Monday and
Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every
Monday, Wednesday, and Saturday, in conjunction with the Trans-Siberian Express Service
at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

Express Train Fares:—Dairen to Changchun, ¥29.45 (including Express Extra Fee).

Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR
& EXPRESS TRAINS CO. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA
Shanghai; the REISENBUREAU DER HAMBURG AMERIKA LINIE; the NORDISK REISEBUREAU
or direct from the

SOUTH MANCHURIA RAILWAY CO.,
DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1 and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO.,
DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1 and Lieber's.

"AQUARIUS"

A SPARKLING MINERAL TABLE WATER
OF THE HIGHEST QUALITY.

SOLE AGENTS—

CALDBECK,
MACGREGOR & CO.,
[a 25]

WEISMANN'S

BEST GROUND COFFEE

ALWAYS FRESH.

75 CTS. PER 1 LB. TIN.

40 CTS. PER ½ LB. TIN.

THE YOKOHAMA DOCK

CO. LTD.

Telegraphic Address: "DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steamers, Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Dock (No. 1 ...)	510 ft.	77 ft.	25 ft.
(No. 2 ...)	350 ft.	53 ft.	24 ft.
(No. 3 ...)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	56 "	66 "
" Draft " " "	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
[a 319]



The GOLD MEDAL for Quality in the
Franco-British Exhibition was awarded to
"WHITE HORSE"
WHISKY.

MAOKE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.

OBTAINABLE AT ALL STORES OR FROM THE

SOLE AGENTS:

LANE. CRAWFORD & CO.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a 1004]

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1913.

S.S. "INDIA" (8,000 Tons).
CAPTAIN G. W. GORDON, R.N.B.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT WILL LEAVE HONGKONG ON MARCH 29TH, 1913,
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MALTA, MARSEILLES
AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 26TH.
LONDON - - - - - MAY 3RD.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON—

1st SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

Fitted with the Marconi System of Wireless Telegraphy.

For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE
OF THE FAR EAST ... \$10.00
Do. Smaller Edition 6.00
CHILDREN OF THE CATHAY, a
Social and Political Novel, by C. J.
Halscombe ... 8.50
THE JUBILEE OF HONGKONG,
being an Historical Sketch to which
is added an Account of the Celebra-
tions in 1891 ... 1.00
THE HONGKONG TYPHOON, Sept.
18th, 1906, Illustrated Account ... 0.50
TEMPORARY MINING REGULA-
TIONS IN CHINA ... 0.50
REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA ... 0.50

MISSIONARY DIRECTORY on paper
Do. Do. cover 0.20
Do. Do. cloth 1.00
DOG AND GUN in New Territory!
FROM HONGKONG TO CANTON,
BY THE PEARL RIVER—"A
Book for the Globetrotter," by Capt.
O. V. LLOYD: with Maps and Illustra-
tions ... 1.75
HONGKONG WEEKLY PRESS,
half-yearly vol. bound ... 7.5
FIFTY YEARS ANGLO-CHINESE
CALENDAR, 1884 to 1913 ... 2.00
RATES OF EXCHANGE AT
HONGKONG English Mail News

HOTELS

HONGKONG HOTEL

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suite de Luxe
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

A FIRST CLASS HOTEL.
Central Position for Tram and Ferry.
Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
TELEPHONE No. 373.

H. HAYNES,
Manager

GRAND HOTEL

QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position
Large and Airy Rooms, Hot, Cold, and Showers
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to
FREDERICK REICHMANN
Proprietor

(late Manager of J. H. LYONS (Trocadero)
Hotel, London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a 26]

PEAK HOTEL.

1,400 Feet above Sea Level.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience, Telephones
in Every Room, prompt connection maintained
by six lines to Central.

Fifteen Minutes' from Principal Landing
Stage. Moderate Tariff and d'Excellent Cuisine,
Roof Garden and Social Rooms, European
Runner meets Steamers.

P. O. FEUSTER,
Manager.
Hongkong, 1st January, 1913. [145]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.

Telephone, No. 690.
Apply to— Mrs. F. W. YATES,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a 24]

VICTORIA HOTEL

SHAMEN—CANTON.
Telegraphic address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO
Telegraphic address: "FARMER, MACAO."
SITUATED IN THE CENTER OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention give
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.

INTIMATION

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

PORT.

	Per Dozen Bottle.	Per Bottle.
RED CAPSULE	\$13.40	\$1.15
RED SEAL CAPSULE	19.80	1.65
SUPERIOR LIGHT INVALID, GREEN SEAL CAPSULE	22.80	1.90
VIOLET SEAL CAPSULE	29.80	2.50
VERY FINE OLD TAWNY, WHITE SEAL CAPSULE	38.80	3.40

SHERRY.

	Per Dozen Bottle.	Per Bottle.
LIGHT DRY	\$16.80	\$1.45
VINO DE PASTO, GREEN SEAL CAPSULE	17.80	1.50
OLOROSO, RED SEAL CAPSULE	22.30	1.90
SUPERIOR PALE DRY, WHITE SEAL CAPSULE	24.30	2.05
FINEST PALE DRY, NUTTY, VIOLET SEAL CAPSULE	29.80	2.55

We can Recommend the above as Wines of the Finest Quality and Vintage, especially selected and procured from the best Oporto and Xeres Growers.

A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Cables: A.B.C. 5th Ed. Lieber.
P. O. Box, 54. Telephone No. 18.

HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 7th, 1913.

The official announcement that the Government has marked out ten areas which they contemplate proclaiming boycotting areas under the provisions of the new Boycott Prevention Ordinance will probably do more to put an end to the boycott than all the conciliatory efforts which have yet been expended on this subject. It would almost seem that the passing of the Boycott Ordinance has been regarded among the Chinese boycotters as mere bluff; but now that they realise that this is quite a mistaken view to take, there is considerable stir in the boycott areas. Men, who if questioned about the boycott any time during the past few weeks would have adopted a vacant, know-nothing attitude, are now apparently full of knowledge on the subject. Deputations, we understand, are being formed in several if not in all the districts to present to the Governor-in-Council reasons for exempting their particular districts from being proclaimed. In this way it is just possible that the Governor-in-Council may learn more about the organisation of the boycott than it has done hitherto. The longer the boycott is continued, the longer the period over which the special rate will be levied upon the inhabitants of the proclaimed areas. If we may make a suggestion to the Government on the subject of the levy of the rate, it would be that some measures should be adopted to dispose of a prevalent apprehension that Chinese landlords, who pay the rates on all the property they own, will themselves profit by the special levy. There will be a great

temptation for Chinese landlords to cover, say, a 5 per cent. levy by a 20 per cent. increase in rentals, and it would thus be to their advantage to seek to keep the boycott going. The authorities are doubtless alive to such possibilities and prepared to deal with cases of the kind should they actually arise. A Chinese paper published in Shanghai has recently been asking by what moral right the Hongkong Government has passed this Ordinance. "Every rational human being must admit," says our contemporary, "if his judgment is not warped by passion and prejudice, that if a man does not wish to ride in a tramcar he has every right to take a rickshaw or even to walk." No one disputes this statement, which, however, is not a complete presentation of the case. The important thing to bear in mind is that the boycott which has been maintained in Hongkong now for fully six weeks is not the expression of an aversion to tramcars, or to ferry boats, but is an organised effort to maintain the use of a foreign debased coinage in the Colony and so prevent the rehabilitation of Hongkong's own subsidiary coinage. The debasement of the coinage has been a great factor in the increasing cost of living in the Colony, though we fear that this is not as generally appreciated as it should be. No Government can remain an idle spectator of organised opposition to its coinage for the purpose of insisting upon the free circulation of a foreign coinage inferior to its own. The Hongkong Government's action may seem "despotic," but any unprejudiced person must recognise that it is a perfectly reasonable and justifiable despotism in the circumstances.

For being in possession of a quantity of ammunition, a Chinese was at the Magistracy yesterday fined \$50.

A boy, who was convicted by Mr. Melbourne at the Magistracy of hawking without a licence, was ordered to receive six strokes of the birch.

The weekly return of communicable diseases in the Colony shows three cases of diphtheria (one fatal), one of enteric fever, and two fatal cases of small-pox.

The godowns of the Standard Oil Co. at the Pagoda, near Foochow, are reported to have been raided by thieves who killed the Indian watchman stationed there.

A Chinese charged at the Magistracy yesterday with cutting and wounding another pleaded that the knife was only a little one. He was ordered to pay a fine of \$25 and \$2 compensation.

A British blue-jacket from H.M.S. *Virago* was charged before Mr. Melbourne at the Magistracy yesterday with the theft of a gold-washed bangle from a jeweller's shop, 238, Queen's Road Central. The case was remanded.

Arrangements are being made for the transfer of the Magistracy to the old Supreme Court buildings, the word "Magistracy" having now been painted over the entrance. It is not yet known when the transfer will be made.

Three men, arrested for being in unlawful possession of opium, appeared before Mr. Hazeland yesterday, and were remanded until Monday next, bail being fixed at \$1,000 in the case of the first defendant, and \$500 in respect of the other two.

The Japanese firm Kwang Lung, which is described as the largest firm of wholesale merchants of Japanese goods at Foochow, has been burnt out, "there being no facilities for fighting the fire." The loss is given as \$45,000. The insurance on the property amounted to \$25,000.

Four Chinese appeared before Mr. Hazeland at the Magistracy yesterday charged with being in possession of spurious coin and also with being in possession of a plant for the manufacture of spurious coin at 121, Queen's Road West. Mr. Davison appeared for the defence, and the case was remanded until the 22nd inst.

The country round about Foochow is still much disturbed. "Rebels" captured the City of Singin on the 24th ult. and the English and American Missionaries stationed there have been removed to Hinghsia for better protection. Troops have been dispatched from Foochow. The district in question is one in which "thousands of men" are devoted to the cultivation of the poppy.

A particularly bad case of cruelty to a dog was investigated at the Magistracy yesterday by Mr. Hazeland, who had before him two Chinese charged with ill-treating a dog. It appeared that the two men, who were in the Kwong Hospital, were observed by Sanitary Inspector Taylor of Yaumati swing a puppy by means of a rope tied tightly round its neck. They continued this until the eyes of the unfortunate animal were bulging out of its head. They pleaded that they did this because the dog was mad. His Worship ordered them to pay a fine of two dollars each.

WEDDING AT ST. JOHN'S CATHEDRAL.

KENT-HUTTON-POTTS.

At St. John's Cathedral yesterday afternoon Miss Muriel Hutton-Potts, youngest daughter of Mr. W. Hutton-Potts, was married to Lt. Jeffrey Harcourt Kent, of the King's Own Yorkshire Light Infantry, the service being conducted by the Chaplain to the Forces (the Rev. V. H. Foster Pegg) assisted by the Rev. V. H. Copley-Moyle, Chaplain of the Cathedral. There was a large attendance of the friends of the happy couple and the Cathedral was very prettily decorated. The string band of the bridegroom's regiment assisted in the musical portion of the service. The newly-married pair, as they left the Cathedral, passed under an archway of bayonets formed by men of the bridegroom's company.

The bride wore a dress of ivory charmeuse, with a square train and bodice and sleeves of silver net, trimmed with point lace. She also carried a basket of white roses. She was given away by her father. The bridesmaids were Misses Alison Tulloch and Peggy Bird, who wore dresses of white muslin, set off with blue sashes. Their hats were of pale pink straw, trimmed with blue ribbon, while they also carried baskets of pink roses tied up with blue ribbons. Mrs. Potts, the bride's mother, wore a dress of mauve satin crepe covered with a veil of mauve chiffon. Lt. E. de W. H. Bradley, K.O.Y.L.I., acted as groomsmen. A reception was held at the Hongkong Hotel, where Lt. and Mrs. Kent were the recipients of many congratulations. The honeymoon is being spent at Macao. The bride's going-away dress was a white cloth coat and skirt, with a burnt straw coloured hat trimmed with a black ostrich feather. The presents made a very large collection.

THE ALLAN WILKIE CO.

Mr. Allan Wilkie and his talented combination, who opened last night their return season at the Theatre Royal, arrived yesterday morning by the P. & O. str. *Sumatra* after an extensive tour of China and Japan which has been attended with a success which its great and intrinsic merits warrant. Neither Mr. Allan Wilkie, his talented leading lady, Miss Hunter-Watts, nor their able colleagues need any introduction to the Hongkong public, for on their first visit here they so fully justified the golden opinions that preceded them, that they left an impression behind them which will doubtless be demonstrated in a practical form by crowded houses on their return visit.

Interviewed by our representative this morning Mr. Allan Wilkie expressed himself extremely gratified by his reception in the East and was pleased to be able to refute the predictions of those who predicted that the company would be a failure. He said that he was not a public for serious, legitimate drama out here. "My reception," said Mr. Wilkie, "has been everywhere most enthusiastic, and I find East of Suez as great and as intelligent an interest in the theatre as could possibly be expected. Even in England, there is of course a tendency to neglect the more serious claims of the drama, for the possibly more easily digestible dramatic fare afforded by such entertainment as musical comedy offers, but out here there is indisputably a reaction in favour of the 'legitimate' stage, perhaps because it opens up a field which has hitherto not been adequately exploited, or if exploited at all by companies not really qualified to do justice to the work undertaken. To present adequately such authors as Shaw, Wilde, Pinero and Henry Arthur Jones necessitates a company whose selection involves infinite trouble and expense, for versatility is a desideratum which it is hard to come by. That such trouble and expense are, to use a colloquialism, worth the candle, I have amply proved by the success of this tour, and I trust that my arrangements will enable me to renew the experiment at an early date."

The play selected for the opening performance was Sidney Grundy's four-act comedy drama "A Bunch of Violets," an excellent example of its author's mastery of dramatic technique. Mr. Wilkie himself played Sir Philip Marchmont, the part which Sir Herbert Beerholm Tree created at the Haymarket Theatre, London, while Miss Hunter-Watts filled the rôle of Mrs. Murgatroyd, a character in which Lady Tree achieved one of her greatest successes. A good house accorded the Company a cordial welcome on their appearance, evidencing the fact that local playgoers retained the memory of their previous visit. The brilliant dialogue and dramatic episodes in the piece, combined with the forceful portrayal of the artistes, gave the audience great delight.

To-night "David Garrick" is billed for production, and H.E. Sir Henry May having promised his presence and patronage, the house should be one to reward in practical form the energy and enterprise of the talented actor-manager whose return we so heartily welcome.

THE CHEUNG CHAU PIRACY.

At the Magistracy yesterday Mr. Hazeland heard further evidence in the case in which a Chinese stands charged with being concerned in the piratical attack upon Cheung Chau police station in August last.

The evidence of men on board the launches that lay alongside the island on the occasion was taken, and the case adjourned until to-day.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

PEACE NEGOTIATIONS TO CONTINUE.

LONDON, January 6th.

Reuter is informed that as the result of the advice of the Powers tendered on Sunday the peace negotiations will not be broken off to-day. This does not imply any change in the view regarding Adrianople, but it is expected that Turkey will propose a new frontier on Monday.

THE PLIGHT OF ADRIANOPLE.

The fall of Adrianople is believed to be imminent.

DISSENSIONS IN THE TURKISH ARMY.

It is stated in a message from Constantinople that an interference of the officers is again threatening a political crisis. It is stated that a deputation representing 180 officers at Chataldja have arrived to urge the appointment of Izet Pasha, the Chief of Staff, as the Minister for War, thus replacing Nazim Pasha.

SERVIA'S STAND.

Reuter's correspondent at Belgrade telegraphs that an official newspaper publishes a vehement protest against the tendencies that have lately been manifested to enlarge autonomous Albania at the expense of Serbia and declares that the latter will not submit.

GERMANY'S MINISTER FOR FOREIGN AFFAIRS.

LONDON, January 6th.

It is semi-officially announced in Berlin that Herr Jagow, the Ambassador to Rome, will be probably appointed the German Secretary of State for Foreign Affairs. This is regarded as indicating that Herr Jagow's hesitation is overcome and that he will accept the post. His hesitation was due to ill-health, and the Italian climate suited him better than that of Berlin. He is 49 years of age and enjoys the special favour of the Kaiser. He won high commendation for his ability and tact in the earlier months of the Russo-Italian war, when the relations of Italy and Germany were strained owing to the German public's sympathy with the Russo-Italian war, when the relations of Italy and Germany were strained owing to the German public's sympathy with the Russo-Italian war, when the relations of Italy and Germany were strained owing to the German public's sympathy with the Russo-Italian war.

PROJECTED MEMORIAL TO THE HERO OF LADYSMITH.

LONDON, January 6th.

An influential Committee including Lord Haldane, Lord Lansdowne, Lord Roberts, Lord Bessford, the Right Hon. J. Harcourt, Col. Seely, Mr. Bonar Law, the Lord Mayor, and the Bishop of London, have issued an appeal for funds for a national memorial to Sir George White, the defender of Ladysmith, in the form of a statue. The London newspapers warmly support the project.

THE INSURANCE ACT STRUGGLE.

LONDON, January 6th.

Although the struggle between the British Medical Association and the Insurance Commissioners is still continuing, it appears probable that a sufficient number of doctors will be obtained for the vast majority of districts. In many places doctors, after refusing to serve, have agreed to work the Act provisionally.

BRITISH BUDGET FIGURES.

LONDON, January 6th.

The *Daily Telegraph* states that mainly owing to the increased cost of shipbuilding and the under-estimation of the cost of the Insurance Act, the Budget will amount approximately to £200,000,000.

OBITUARY.

LONDON, January 6th.

The death is announced of Field-Marshal Count Schlieffen, who was for fifteen years Chief of the German General Staff.

CORRESPONDENCE.

DOGS' HOME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—As my name is disagreeably prominent in your article this morning I crave space for reply.

At the commencement I was importuned to help in the establishment of a Home, as no one else would come forward. Being busy and having already many interests I was reluctant. I promised, however, to do my best in the preliminary stages on the distinct understanding that I had no responsibility as to management. After the early negotiations H.E. the Governor urged me to become the medium between the Government and the Home management, whatever that might be. I consented to act temporarily. Further, I invited donations for the two Homes in succession and did my best to see that the constructions were made as economically and as substantially as necessary. In my letters of appeal and acknowledgment I persistently declared that I would not be responsible for detailed management. After the opening in each case I came on to the same footing as any other donor, except as corresponding medium between the Government and Messrs. Jardine, Matheson & Co. on the one hand and the Home management on the other. I have visited the Home only occasionally to purchase a dog or to make a suggestion, as any other sympathiser might do. During the last month or two I have been busier even than previously and have not been to the Home. I understand, however, from the management and from neighbours who were asked to look in at feeding-time that the dogs have been regularly and properly fed. A month or so ago I was told that badly-diseased dogs, which ought to be destroyed, were retained in the Home. I wrote about this to the superintendent and later saw him on the subject. His contention was that certain dogs previously declared hopeless by some people had been cured and sold, that he had isolated the others, was treating them and doing his best to heal them. On my urging that visitors declared certain dogs should be destroyed he said that rather than consent to this he wished to resign his superintendence. As I was not prepared to assume this onerous responsibility I urged him to hold on for a week or two so that we could carry out the original idea of getting a committee of the donors to take over the management. To this he agreed. I at once wrote Messrs. Jardine, Matheson & Co., the generous and considerate landlords. They agreed that it would be a wise step. The meeting of the donors will be held, as then arranged, all being well, one day next week. One great advantage for the future is that Mr. Gibson, the Colonial Veterinary Surgeon, has promised on return to give what advice he may be able. Criticism of the management of this public institution is healthy. It is most welcome to me from any and every quarter. Nay, I would join in it as a proper procedure. But the laboured attempt to make out a bad case against me personally is another matter. However, it affects me little, though I most deeply regret that there should be apparently good ground for criticism on the management. It is a common thing that when anyone undertakes to do his best in a voluntary, thankless task those who had done nothing blame him for not doing everything. This does not hurt me: it is the common experience. The way to escape criticism is to do nothing. I have only been doing my best at what no one else would do. What I undertook to do I have done.

The innuendo about finances is mean. According to intimation at the first all the books have always been open at any time to the Government and to the donors. A balance sheet will doubtless be published by the new Committee, as, of course, the superintendent in handing over his books will naturally afford every facility. I must add that I feel sure that the superintendent has been doing his best according to his light and ability with a great expenditure of his own money, thought and time. Change and reform were definitely in process: doubtless your article will serve to arouse a fuller interest and secure a large attendance when the meeting is called.—I am, etc.,

CHARLES H. HICKLING.

Hongkong, January 6th, 1913.

[We are glad to give publicity to this letter, and to note that the representations made to Mr. Hickling concerning the state of affairs at the Dogs' Home were not unheeded. Many of the statements in this letter will be read with considerable interest. We can only say with reference to the innuendo about finances, which Mr. Hickling describes as "mean," that the reference seems to us amply justified by the reports in circulation. These go to suggest that the Dogs' Home is a profitable institution and, therefore, that ample funds are available for the proper care of the dogs in the Home; Mr. Hickling, on the contrary, says he is sure that the management of the Home has cost him of his own money. "A great expenditure of his own money," as the publication of his balance sheet would settle this point. As to the statement that the dogs have been "regularly and properly fed," we can only say that evidence of this was entirely wanting on Saturday morning last. At least two of the dogs did not seem to have a pinbone of flesh upon their bones and could not stand. They appeared to be starving, and the only sign of food about the place was in one kennel where a tin contained some raw potatoe and apple paring.—Ed.]

SUPREME COURT.

Monday, January 6th.

IN APPELLATE JURISDICTION.

Before Sir HAVILLAND DE SAUSMAREZ (Chief Judge of the British Court in China), Sir WILLIAM REES DAVIES (Chief Justice of Hongkong), and Mr. JUSTICE GOMPERTZ (Puisne Judge, Hongkong).

AN IMPORTANT WILL CASE.

In the matter of an appeal by Yu Hung and Li Po Kwong, alias Li Cheung Lin, defendants in the original action, against a judgment delivered on June 1st in favour of Li Tse Shi, who was now the respondent.

Mr. H. E. Pollock, K.C., and Mr. F. C. Jenkin (instructed by Mr. Needham, of Messrs. Ewins & Needham), appeared for the first appellant, and Mr. Duncan McNeill and Mr. C. G. Alabaster (instructed by Mr. Scott Harston, of Messrs. Deacon, Looker, Deacon & Harston) represented the second. Mr. M. W. Slade, K.C., and Mr. Eldon Potter (instructed by Mr. R. A. Harding) were for the respondent.

Mr. McNeill, continuing his opening statement, said he wished to refer to the contents of the safe which appeared to justify the claim for \$100,000. The claim now presented, however, was for \$84,000, and that suggested at least some suspicions of its good faith. He wished to urge upon their Lordships that there was something of suspicion at any rate in the fact that whereas documents found in the safe appeared to justify a claim for \$150,000, and whereas \$150,000 was the sum mentioned in the probate, the claim now presented was for \$84,000, and all the documents found upon which the claim should be based were in the possession of the plaintiff; that was to say, when the safe was opened there was found something which seemed to suggest a claim for \$150,000, but no such claim was ever made. In this connection enquiries were made of Li Yuen Sheung when he was in the witness-box as to how it was he had been so long in definitely deciding to make a claim for \$84,000, representing the total of the receipts from the depositors and deposit notes. His explanation roughly was that he had not been able to decide for certain if that was the amount due, but there were other statements made by him in his evidence which were of a very different kind and suggested a very different state of mind with regard to this \$84,000. He proposed to direct their Lordships' attention to the evidence of Li Yuen Sheung with regard to this particular matter both before the learned Chief Justice and, as he (Counsel) thought he was entitled to do, before Sir Francis Piggott at the preliminary trial of the case.

Mr. Slade appealed against his friend ever making use of the evidence given in the former trial at large—that was to say, to contradict the statements of the witnesses made in the subsequent trial, unless the particular passages were put to the witnesses in cross-examination, and they were given an opportunity of explaining what they had said. That was the specific rule, and he thought it right to make the objection at that period.

Mr. Justice de Saussmarez—How far was the evidence given before Sir Francis Piggott used in the trial before the present Chief Justice?

Mr. Slade—It was to a very slight extent, but one or two of the passages were referred to.

Their Lordships conferred.

Mr. Justice de Saussmarez said their present impression was that Counsel ought not to read any part of the evidence, and rely upon it unless it was put to the witnesses in cross-examination before the learned Chief Justice.

Mr. McNeill—May I direct your Lordships' attention to something which I have not mentioned?

Mr. Justice de Saussmarez—Yes, certainly.

Mr. McNeill—I contend that the trial was not a new one. Sir Francis Piggott found himself unable to continue the trial and the present Chief Justice took his place and carried it on. Therefore, it was a resumed trial.

Mr. Justice de Saussmarez—My own opinion is that it is not evidence. The record of appeal did not contain these notes, as it would as a matter of course, and it was quite possible that a witness might have been called before Sir Francis Piggott but not before the present Chief Justice. Unless the evidence used in the previous trial was used in that before the present Chief Justice I do not think we ought to look at it.

Mr. Justice Rees Davies—I am of the same opinion.

Mr. Justice Gompertz—I agree.

Mr. McNeill—Will your Lordships accept my suggestion that the records may go forward if the Privy Council may require to inspect them?

Mr. Justice de Saussmarez—I will make a note of it. If you do so, you may not wish that the whole should go?

Mr. McNeill—That is so.

The case was again adjourned.

A CENTRE OF SCIENCE.

THE FUTURE OF THE HONGKONG UNIVERSITY.

We received a few days ago a lengthy list of the apparatus which has been presented, already, to the University of Hongkong by British Engineers. These gifts have been made in response to the recent appeal issued by Professor C. A. Middleton Smith, Dean of the Faculty of Engineering in the University. It is certain that many additional offers will be received. We print the list below and we take this opportunity to congratulate the University upon this valuable addition to its assets.

In order to find out whether the occupant of the Taikoo Chair of Engineering felt satisfied with the progress made at the University, and with the replies from Home, our representative called upon him yesterday. Nothing would satisfy the Professor but a complete tour of the buildings, and, until that had been accomplished, he refused to be "interviewed." It was well worth while making the tour, for although all of the rooms are not yet fully furnished, the chemistry and physics laboratories, and the workshops and drawing office all present a workmanlike appearance. The lecture rooms are all well furnished and each appears capable of accommodating about 150 students.

"Are you satisfied with the first term's work?" said our representative, as soon as breathing space had been allowed him by his energetic guide.

"On the whole, yes! We have, at any rate, given the undergraduates in Hongkong everything which they would have had in the University of London, with the added advantage of the residential system; that I consider one of the strongest features of our University," was the reply.

"Before we discuss the future—and I am told, Professor, that that is what you grow most enthusiastic over—tell me, what were your impressions when first you saw the University? What I mean is, did it come up to your expectations?" "Oh! yes. I thought it splendid. You see, I could find out very little about it in London; they seem to be quite ignorant of it over there. Although, on my way out I made a tour of the American Universities—they do applied science work on a big scale in those centres of learning—yet I was delighted with what I like to call the Queen of the Island, our palatial buildings. Of course, what really pleased me most of all was the fact that, because of its position, there is room for extension. We shall need all the available space very soon."

"Aren't the present buildings big enough?" "Oh! no. We have only just made a beginning. Why, we are already cramped for room. Our first year entry was very much larger than any one expected. Then, again, it is difficult to make people understand that the University of today is very different indeed from the University of even ten years ago."

"What is the difference?" "One remarkable change is the introduction of applied science work and its great popularity. I suppose it is the same with Universities as with methods of locomotion. Look out there," added the Professor glancing over the harbour, "that is what I mean—the difference between the efficient, manageable and alert steam launch and the clumsy sampan. We want this latest British University to do its share in the pioneer work of the Empire. My own ambition is to train the students to become productive—to develop the vast natural resources of Eastern Asia, to build railways, to utilise water power, to light and cleanse the cities, to introduce modern methods of sanitation, house construction, water supply and those thousand and one other blessings which science has showered upon humanity and which are almost unheard of in the Far East. To become productive, and to despise the parasites—that is practical patriotism."

"Do you think your students will acquire that knowledge?"

"I do not need to think—I know," was the immediate reply. "They will contribute wonderfully to research work. They will enrich the whole world by their inventive genius, their medical researches and their development of the desert places of Asia into fertile lands. They will exchange their mineral wealth for cotton and woolen goods, for machinery and electrical apparatus. I cannot help feeling, myself, that the failure of the Indian Universities is that the students are not taught to become productive. I hope that many of our students will acquire scientific knowledge. They will then demand the most modern machinery and it will pay them to use it. In that way we shall promote a close Anglo-Chinese friendship, and we shall provide a great market for our own people at Home."

"What do you really need most of all now—you seem to have plenty of apparatus?"

"Not plenty—we shall have. I feel confident, in a few months, but there is still a great deal of spade work to be done."

What we need more than anything just now is another magnificent donation like that of the Taikoo Firms. Surely," added the Professor with a smile, "your newspaper could exert its influence to point out how useful such a gift would be, and how valuable to the cause of progress. Of course, we could do with three or four such endowments, but we should, at any rate, feel that we could develop immediately if we had another £50,000 presented to-morrow to the University."

"Will you get it?" was the next question. "Of course we shall, if we make the effort, and any exertion is worth while. Ten years ago Mr. Joseph Chamberlain launched his scheme for the great buildings for applied science in Birmingham. He received two donations of £100,000 each, and I think it was four of £50,000 each. He quickly raised three-quarters of a million pounds sterling. In London an Imperial College of Science and Technology has had millions of pounds sterling given to it during the last few years. It is the same in America. Mr. Hearst, the newspaper proprietor, has recently spent vast sums of money on the mining and engineering schools of the Berkeley University at San Francisco. There are many rich people—British and Chinese—who have made their fortunes in the trade of the East. Is it too much to ask them to follow the great example of the Taikoo Firms? They have made their fortune because the Union Jack floated over this island. Their endowments to this University will add greatly to the prestige of the British Empire. After all," added the Professor, "we are, at the University, doing pioneer work which will entirely benefit the trader—surely we can expect him to support us. Listen to this quotation from the London *Evening News*:—"Hongkong is the greatest port in the world, the brightest jewel in the British crown, the clearing-house of a hemisphere. If we lost Hongkong, London—a great part of London at any rate—would find itself on the verge of bankruptcy." "London must and will help us," added the Professor. "But London must first of all know that we need help."

"One last question, what about the future?" "It all depends upon how quickly we obtain the money. At no distant date, we must make our first extension, practically a duplication of the present buildings. We already want more space for our equipment. Then we must develop, not only the faculties of Medicine and Engineering, but the faculties of Science and Arts. We must have men at work on researches. It is dangerous to prophecy, but within ten years I shall hope to see from 1,000 to 1,500 students at the University. I shall expect that many thousands will sit, each year, for the matriculation examination of the University and that all of the schools in China in which English is the medium of instruction will regard our matriculation as the ultimate ambition for their pupils. I want to see all educational institutions, such as that excellent establishment the Canton Christian College, co-operating with us and sending large numbers of students forward for University instruction. The number will grow in snowball fashion and they will come to us from all parts of China and the Far East. It is not at all improbable that in quite a few years we shall exceed the total of the Cornell University, where 6,000 undergraduates are at work. If we are energetic and are well supported we shall make this University the lodestone of learning for the East—we shall attract students from the whole of that vast territory starting from the Straits Settlements to Vladivostok. We shall be doing a great work, for we shall replace superstition by science, stagnation by progress. We have before us a vista of such a future that no other University in the world possesses. If only our efforts are well supported, there is a practical purpose."

"Pardon me, Professor, but I believe that you are something of a dreamer, despite your practical profession." "Nothing can be materialised, not even an engine, until someone supplies the thought which stimulates action," replied the Professor. "The founder of the University, Sir Frederick Lugard, caught up the idea of a University, but was not content with the abstract idea. He materialised it, and with the help of other energetic individuals, translated his thoughts into bricks and mortar. He has retired, but he built the foundations so wisely that it is possible to add to the structure which he designed so carefully, and each addition will enhance its beauty and usefulness. As you must be aware, the University is like an invention in one respect—it is not the work of one mind, but of many. Some of the best known and most public spirited men in Hongkong have given freely of their time and of their substance in order to develop the University. Years before the word University was used, the local men also gave freely of their energies for the Hongkong College of Medicine, and they were really laying the foundations of the present buildings. Now that the larger scheme has been unfolded we shall be able to demonstrate the great importance of a centre of higher learning in this part of the world. All of the auspices are in our favour. The present Chancellor, Sir Henry May, was for years deeply interested in the College of Medicine and has done many things for the University, which will become more obvious as time permits the schemes to develop. In addition, the fates fought for the future of the University of Hongkong when they determined that Sir Charles Eliot, our distinguished Vice-Chancellor, should accept his present position. As time goes on we shall attract other men well-known in science and arts to come out to the East, and our younger men on the staff will, by their researches and other contributions to knowledge, earn for themselves world-wide reputations. Just now I quoted from a London paper the words 'Hongkong is the greatest port in the world, the brightest jewel in the British Crown.' When the history of Hongkong is written in twenty years' time, people will know that the most brilliant flashes of light from that dazzling jewel has been produced by this centre of learning. And the rays of light will illuminate a hemisphere. Other flashes will be seen, but here, at any rate, there will be a record of pioneer work, and, with enthusiasm and practical support, we shall always be the chief centre of learning in the Far East. It is already certain that in a few months we will have the best equipped centre of engineering instruction in Asia."

"I believe you are right, Professor," were the final words, and our interviewer left with a feeling of great optimism for the future of the latest University in the British Empire.

LIST OF GIFTS TO THE UNIVERSITY BY BRITISH ENGINEERING FIRMS.

Following is a list of the apparatus presented to the University by British Engineers:

1. Storage Battery 60 cells 480 amperes.—Messrs. The Chloride Electrical Storage Co., Ltd., Manchester.
2. Experimental Steam Engine, complete, with condensing plant.—Messrs. Marshall, Ltd., Gainsborough.
3. Ten K.W. Vertical Oil Engine, coupled direct to D.C. 110-volt dynamo. Mounted on base complete.—Messrs. L. Gardner & Sons, Ltd., Patricroft, Manchester.
4. Semi-Diesel Oil Engine.—Mr. Locke.
5. Water Tube Boiler, oil fired heater, filter, burners, etc., complete.—Messrs. J. Samuel White & Co., Ltd., Cowes, I. of W.
6. Water Tube Boiler complete.—Messrs. Babcock & Wilcox.
7. Hot Air Engine with Pump attached, Water Motors, etc.—Messrs. Hayward, Taylor & Co., Ltd.
8. Marine Motor Engine.—Messrs. John J. Thornycroft & Co., Ltd., Chiswick.
9. Woodworking Lathes and Circular Saw.—Messrs. A. Ramsome & Co., Ltd.
10. Motor Starters, Circuit Breakers, etc.—Messrs. Ferranti, Ltd., Hollinwood.
11. Various motors, Electrical instruments, etc.—Messrs. The Walsall Electrical Co., Ltd.
12. Large Assortment of Electrical switches and gear.—Messrs. The Vanner Switch Co., Ltd.
13. High Speed Twist drills, turning and planing Tools.—Messrs. Turtin Brothers & Matthews, Ltd.
14. Water meters and fittings.—Messrs. Glenfield & Kennedy, Ltd.
15. One 14-inch Reversible Level.—Messrs. T. Cooke & Sons, Ltd.
16. Various tools as desired.—Messrs. The Hardy Patent Pick Co., Ltd.
17. Electrical Machinery, telephone gear, etc.—Messrs. The General Electric Co. of China, Ltd.
18. Fery Spiral Radiation Pyrometer.—Messrs. The Cambridge Scientific Instrument Co., Ltd., Cambridge.
19. Photo Arc Lamp.—Messrs. The Westminster Engineering Co., Ltd., London.
20. Case of Steel Fractures.—Messrs. The Eagle & Globe Steel Co., Ltd., Shanghai.

In addition to the above Messrs. William Jack & Co., Ltd., Hongkong, have promised a valuable collection of Electrical Machinery, instruments, etc., to be selected when offers from England are complete.

The Council of British Engineers Association has cordially agreed to the suggestion that they should collect apparatus and machinery suitable for the equipment of the Engineering Laboratories, and many of the above firms are Members of the Association.

CANTONESE POLITICS.

A REVIEW OF THE YEAR 1912.

[BY AN OCCASIONAL CONTRIBUTOR.]

At a time when the majority of men are occupied with the business of retrospect, with the clear facing and statement of recorded facts, Cantonese politics offer an appropriate subject for review. When the Revolution broke out Europeans in North China shaded their eyes to see what the South was doing, for everyone realised that the movement would be largely influenced by its conduct. At many times in China's history, particularly during recent years, the attitude and actions of Canton have been deciding factors, and in the year which is just dawning it is not unlikely that they will be of considerable importance. It is worth while, therefore, to attempt an estimate of the strength and nature of Cantonese Republicanism as far as the evidence which 1912 has left us will allow. One is struck first by the success with which peace has been maintained. At the beginning of the year Canton had a very difficult thing to do: it had to get rid of embarrassing friends. The *Min Chun*, or People's Army, was far from being an easy body to disband. It was largely composed of adventurers masquerading as patriots. One can not persuade oneself, ready as one welcomes the suggestion, that the outlaws of the Delta were genuinely fired by democratic purposes. Nor can one see in their swift unfurling of banners a genuine *risorgimento*. The men who would cheerfully have sacked Canton under the leadership of Wang Ho-shun were out for money first and last. The danger which threatened the city during the second week in March reappeared in a graver form three months later. From June 23rd to June 30th a combination known as the *Fu-cheng Tung Mung Hui* were within an ace of overthrowing the Government. The Society's head were Wang Ho-shun, Lu Mei, Kuan Jen-fu and Huang Shih-lung. The last-named was at once 'the most influential and the most capable. Originally a commandant in the *Hsin Chun*, or New Army, he was given the office of Assistant Tu-tu in November, 1911. Dissatisfied, he quarrelled with his colleague, Chen Ch'ung-ming, left for Hongkong on December 16th and soon after joined a circle of malcontents centred in Macao. Their declared purpose

was a second revolution, and seldom have counter-revolutionaries—if so they can be called—had better chances of success. Canton as a whole was thoroughly dissatisfied. A rapidly depreciating paper currency hampered trade; fresh taxes showed that the millennium had not, after all, arrived; newspaper criticism had been punished with imprisonment and death. The Government was under no misapprehension about its position. The Tu-tu's Yamen was surrounded with machine guns; guards were doubled and carefully posted; search-lights were flashed all night into the Delta. But the danger passed, and though there is to-day as good reason for discontent as there was in June the leaders of the *Fu-cheng Tung Mung Hui* are scattered and discredited. Sheer good luck, of course, played its part in this saving of Canton. The Juno plot was "given away." That would account for a temporary setback to the counter-revolutionaries: it does not account for their virtual disappearance. One reason for this has been that the Cantonese want peace and order. That is an excellent but not a new fact. The Cantonese have always loved peace, and its maintenance during 1912 has had nothing to do with republican sentiments. On the contrary, it has had a great deal to do with Martial Law administered by two strong men, Chen Ch'ung-ming and Lung Ch'ing-wang. They have been the real masters of Canton.

THE PROVINCIAL ASSEMBLY.

The failure of the Provincial Assembly to take any real leadership in affairs has been marked. Yet its thoroughly representative character appeared to ensure leadership. Of its 181 members, 93 represented the 18 *Chun* or Prefectures and the 73 *Hsien* Magistracies into which the Province is divided. They were elected by the gentry and merchants belonging to these divisions but residents in Canton. Twenty members represented Canton and Honan and were elected by a committee of 83 acting for the 72 Merchant Guilds, the Local Government Society, the nine Charitable Guilds, and the Minor Trades. Six members were elected by students who had graduated after a three years' course of study in a High School or Technical College, and by Professors of more than three years' standing. Twenty members were elected by and from forty representatives of the *Chün Tuan Hsueh Hui* and the *Tung Meng Hui*. Cantonese in Hongkong elected three representatives and Cantonese in America, Europe, Australia, Africa, Singapore, Siam, Annam, the Philippines and Japan elected, between them, nine. The women of Canton elected ten. And by the terms of its constitution the Assembly had great powers. Though it could not take the initiative in discussing financial or military questions, no decision of the Governor referred to or disapproved of by it could be brought up for discussion again during the session. What decisions the Governor was supposed to submit to it the regulations did not state, but as they empowered it to supervise "the general welfare" its scope for action was wide. With these advantages one would have thought that sovereignty in Canton could have been made to lie with the Assembly. All that has actually lain with it, all that it has shown itself capable of exercising has been a power of querulous interference and puerile suggestion.

THE EVIDENCE OF FINANCE.

The lack of any representative body of men strong enough to act together and carry the community along with it has received further illustration in public finance. Everybody will be ready to admit that to maintain something like \$18,000,000 worth of notes at par on a hard-cash basis of less than three million out of which balance from 1911 money had to be found to disband 60,000 men and finance thirteen disorganised departments, was no easy matter. Such was the problem with which the Commissioner of Finance was faced at the beginning of the year. But one may feel surprised at a mercantile community professing republicanism yet allowing matters to get steadily worse. An attempt made early in the year to raise a loan from Cantonese in Hongkong failed dismally. United action on the part of the 72 guilds was short-lived and resulted in nothing. A plan put forward by leading merchants in Canton and Hongkong to reopen the *Kuan Tin Chü* proved a fiasco. Efforts to raise money by increased taxes made no appeal to civic instincts. Eventually when, owing to increased issues, the discount on notes was 21 per cent. and something desperate had to be done, the most effective step yet taken proved to be, not any collective effort, but the issue of an old-fashioned proclamation threatening all who, on or after September 25th, refused to exchange notes and subsidiary coins at par with severe punishment. On the morning of September 24th the discount had fallen to 8 per cent., mid-day to 2 per cent. and by the evening it had disappeared.

FOREIGN AFFAIRS.

In all communities, whatever their form of government, the day to day conduct of foreign affairs is controlled in practice if not in theory by a committee. And in most cases, if the truth were known, one would probably find the committee split by disagreement. But the spectacle of a Foreign Office following a policy of its own without any reference to other Departments is not usual. To retail the story of how this state of things has come about in Canton would be wearisome. Its existence, however, is another piece of evidence which the year has left us. One can scarcely be wrong in supposing that no very close relationship exists at present between the Central Government and Canton. It is hardly possible to imagine that if such relations existed local issues would have been allowed to assume such inconspicuous proportions. Nor has the tone of the native Press in discussing foreign policies tended to show that growing knowledge of foreign institutions has done more than modify traditional Chauvinism.

Taking the year as a whole, then, Republicanism in Canton can scarcely be described as a complete success. The evidence seems to show that it lacks singleness of purpose and power of organisation: that it is made up of ideas not yet coordinated and of enthusiasms lacking in self-restraint: that it has behind it small readiness for self-sacrifice and no very deep-seated moral fervour.

INTIMATIONS

NURSE RAE RECOMMENDS THE CUTICURA REMEDIES

For Skin Troubles. Her Hands Rough and Itching. Had to Wear Gloves Night and Day. Could Not Take Cases. Used Cuticura Soap and Ointment. A Complete Cure.

"It is now more than twelve months since the skin on my hands became rough and itching. I tried simple dressings and several patent ointments, but they only eased them for a time. If I did any washing the acute irritation afterwards was terrible. It would wake me up at night. The roughness of the skin turned to deep cuts. I have had to wear gloves night and day for a long time. I had to stay at home for a whole month and not take cases, because the disinfectant I used in my profession only aggravated the irritation."

"I sent away for several samples of different cures at different times, but until I got Cuticura Ointment and Soap I had no real relief. After using the sample box of Cuticura Ointment my hands became easier, but they had been so long and the cuts were so very deep that I had to use four boxes of Cuticura Ointment before I had a complete cure. I have been free from the trouble for several months. I have shown them to several doctors and have had ointment from them, but I only had temporary relief. I shall only be too pleased to recommend the Cuticura Remedies wherever I come across any skin trouble." (Signed) Nurse Rae, 222 Dudley St., Wolverhampton, Eng., May 9, 1911.

Samples with 32-p. book free from nearest depot: F. Newbery & Son, 27, Chancery Lane, London; R. Towns & Co., Sydney, N.S.W.; Co. Calcutta and Bombay; Foster Bros. & Chem. Corp., sole props., Boston, U. S. A.

96-11

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADE

JEWELLERY.

MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

41

Our Teeth.

It has long been scientifically demonstrated that the teeth are destroyed by chemical and bacterial influences. A whole literature exists proving beyond the possibility of doubt that it is impossible to preserve the teeth without keeping the mouth antiseptically clean and in a healthy condition; that is to say, free from microbes and fermentation processes.

But in spite of all this the majority of us confine the care of our teeth to brushing them with tooth-powders or tooth-pastes, as if the whole art of keeping the teeth in good condition merely depended on superficially cleansing them from impurities, just as dust is removed from china. The cleansing them from impurities, just as dust is removed from china. The teeth are discoloured, injured, and ultimately brought into peril by something far more serious than dust that can be brushed off—by microbes and processes of fermentation. And it is necessary to combat these processes in the only way in which they can be combated, that is, by antiseptics, which must be liquid antiseptics that will wash the whole mouth.

A single moment's reflection should convince everybody that only the external surface of the teeth can be reached with preparations like tooth-powders or tooth-pastes, for our teeth are not so obliging as to decay only in places where we can conveniently reach them with the brush. On the contrary, the mischief mostly begins precisely in those localities which are difficult of access, such as the backs of the molars, in the cracks and crevices in and between the teeth, and other cavities. Thus it is self-evident that in order to protect the teeth from injury, and to keep them sound, it is absolutely indispensable to use an antiseptic fluid which will reach all parts of the mouth and teeth, penetrate the hollows, pass between the crevices, enter the fissures, antiseptically cleanse the backs of the molars, and, in short, be effective everywhere.

This result can be secured with absolute certainty, as has been repeatedly demonstrated by eminent men of science, by the famous liquid dentifrice, Odol.

Odol is the first and only preparation for cleansing the mouth and teeth which exercises its antiseptic and refreshing powers not only during the few moments of application, but continuously for hours afterwards.

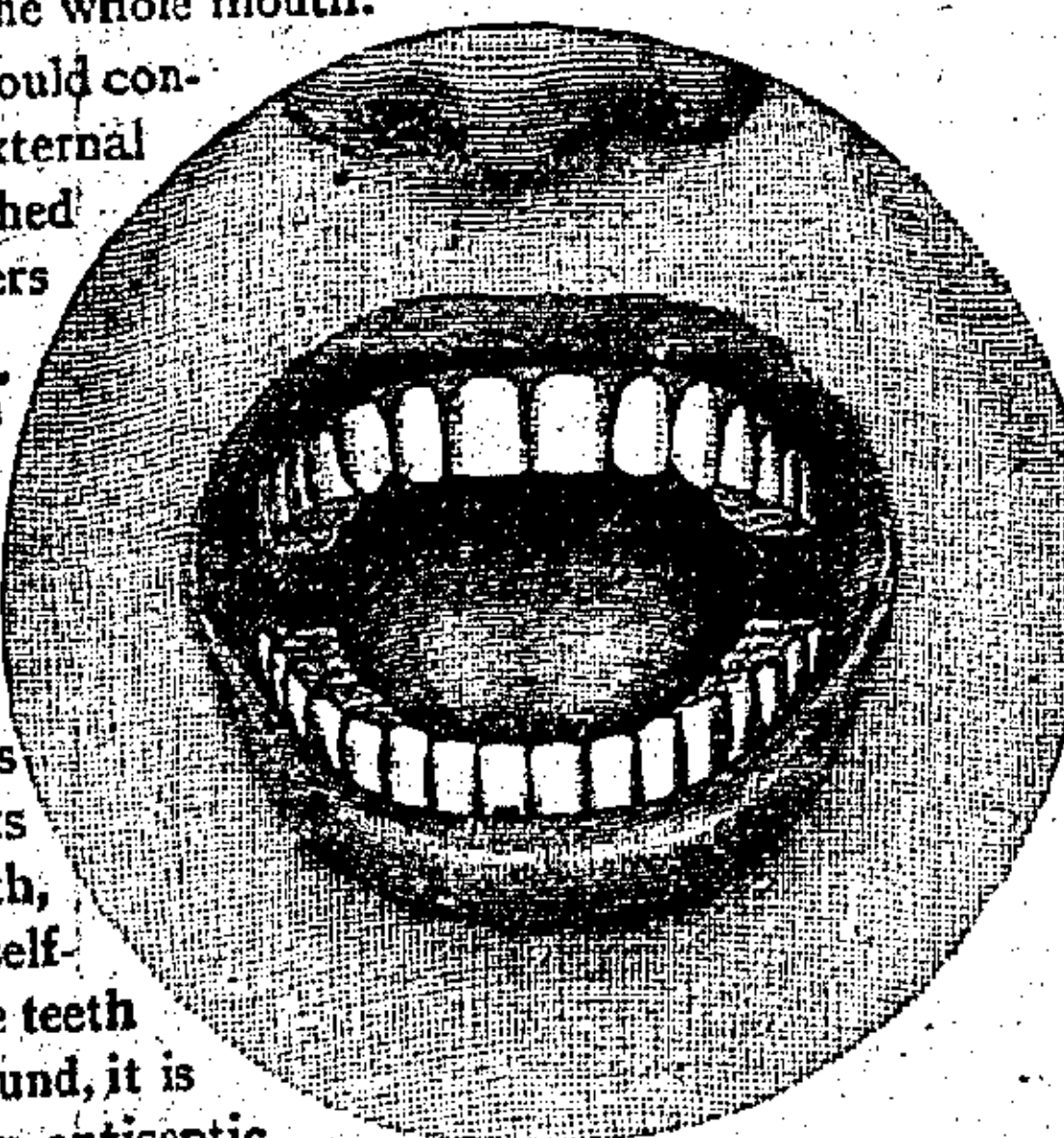
Odol penetrates the interstices of the teeth and the mucous membrane of the mouth, to a certain extent impregnating them, thus securing a safeguard and preservative for the teeth such as no other dentifrice can provide, not even approximately.

Owing to this characteristic, peculiar only to Odol, the whole oral cavity, to the minutest recesses, is completely freed from and protected against all fermenting processes and injurious bacteria.

It follows that every one who daily and regularly cleanses the mouth and teeth with Odol will practise the most perfect hygiene of the mouth and teeth in accordance with recent scientific principles.

Of all Chemists and Stores.

[104-13]



OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
1088 BLOCS, CHATER RD.
HONGKONG

49

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 18.
Telegraphic Address: PRESS.
Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG FOOTBALL CHALLENGE SHIELD.

ENTRIES for the above Competition will close on MONDAY, 13th inst.
A MEETING will be held that Evening in the Y.M.C.A. Rooms, at 5.30 p.m., to make all necessary arrangements.
Each Team entered is invited to send a Representative.

A. HAMILTON,
Hon. Secretary.
Hongkong, 7th January, 1913. [162]

WANTED.

GERMAN LESSONS Required Once a Week, 1½ hours.
Apply—
"A. F. M."
Care of "Daily Press" Office.
Hongkong, 7th January, 1913. [163]

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the PEAK or Higher Levels.
Apply—
"SCENIC,"
Care of "Daily Press" Office.
Hongkong, 11th December, 1912.

WANTED IMMEDIATELY.

BY German Firm, perfect BOOKKEEPER (German), with experience in the East and all references. Good Salary.
Apply—
"BOOKKEEPER,"
Care of "Daily Press" Office.
Hongkong, 14th December, 1912. [1414]

WANTED IMMEDIATELY.

3 FURNISHED ROOMS. Centrally located.
State terms to—
TENANT,
Care of "Daily Press" Office.
Hongkong, 3rd January, 1913. [152]



NOTICE.

ATTENTION is drawn to the fact that, under the Army Act, a Soldier cannot be placed under stoppages of pay for a Private Debt. Traders and others who suffer Soldiers to Contract Debts do so at their own Risk.

R. S. STEWART, Major,
D. A. A. and Q. M. G. China.
Hongkong, 2nd January, 1913. [158]

SOCIÉTÉ DES PULPES ET PAPIERES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Offices of the Company, No. 21, rue Jules Ferry, Haiphong, on SATURDAY, the 18th January, 1913.

By Order of the Board,
T. F. HOUGH,
Director.
Hongkong, 24th December, 1912. [1456]

NOTICE.

OUR PATRONS and the GENERAL PUBLIC ARE HEREBY NOTIFIED that from this Day forth no receipt will be valid except it is Chopped with our Chop and Signed by 陳勵子 (CHAN LAI U).

HONG CHEONG & Co.,
Tailors and Outfitters.
60, Queen's Road Central.
Hongkong, 4th January, 1913. [159]

FAST STEAMER FOR SALE.

A NEWLY CONSTRUCTED SINGLE SCREW WOODEN STEAMER, "KWONG HING," for Sale; Built of the Very Best Materials and Workmanship with a Speed of Twelve Knots per Hour.
Length overall 99 ft. Breadth extreme 16 ft.
Depth of Hold 9 ft. Length of Bridge Deck 20 ft. Fitted with a set of Compound Surface Condensing Marine Engines of 12" and 24" with a stroke of 17", and a Mild Steel Return Tubular Boiler 8' 6" by 9" with 195 lbs. W.P. per sq. in. Coal Consumption about 530 lbs. per hour, with all Piping Cocks, Valves, Sea Connections and Donkey Pump to complete.

Board of Trade Certificate to be supplied. She can be inspected at any time, lying out of Praya East. Price moderate. For full particulars apply to

KWONG FAT,
Shiphandlers, Wing Lok Street,
TONG SING & Co.,
Engineers, Queen's Road East.
Hongkong, 3rd January, 1913. [154]

LIGHTERAGE.

NOTICES OF FIRMS

NOTICE.

THE NESTLE AND ANGLO-SWISS CONDENSED MILK COMPANY.

CHAM (Switzerland) and LONDON.
BEG to announce that they have this Day Established in Hongkong a WHOLESALE and SHIPPING DEPOT under the Management of Mr. ALAN GRIFFITHS COPPIN, who holds the Company's Power of Attorney for Hongkong and China.
The Hongkong Office is situated on Third Floor of General Post Office Buildings.
Telephone No. 1373.
Codes: A.B.C. 5th and Western Union.
Cable Address: Nestanglo Hongkong.

THE NESTLE AND ANGLO-SWISS CONDENSED MILK COMPANY are the Proprietors of:—

MILKMAID

Condensed Milk.
Sterilized Natural Milk.
Evaporated Cream.
Coffee and Milk.
Cocoa and Milk.
Chocolate and Milk.
Condensed Milk.
Milk Food for Infants and Invalids.

NESTLE'S

PETER'S MILK CHOCOLATE.
KOHLE'S CHOCOLATE.
CAILLER'S CHOCOLATE.
Hongkong, 1st January, 1913. [135]

NOTICE.

WE HAVE from this Date CEASED to Act as the GENERAL REPRESENTATIVES at this Port for Messrs. THE NESTLE and ANGLO-SWISS CONDENSED MILK CO., and no longer hold their Power of Attorney.
Mr. ALAN GRIFFITHS COPPIN, having severed his connection with our Firm, no longer holds our Power of Attorney.
BRADLEY & Co.

WE HAVE to Advise that our Business has from this Day been converted into a Private Company under the style of BRADLEY AND COMPANY, LIMITED.
Our Senior, Mr. THOMAS WILLIAM RICHARDSON, will be the first Governing Director.
BRADLEY & Co.
Swatow, Hongkong and Shanghai,
31st December, 1912.

WE HAVE This Day taken over the Business of BRADLEY & Co.,
BRADLEY & Co., LTD.
Swatow, Hongkong and Shanghai,
1st January, 1913. [136]

NOTICE.

WE HAVE admitted Mr. JOHN SCOTT HARSTON a Partner in our Firm, which, as from this Date, will be carried on under the name of DEACON, LOOKER, DEACON & HARSTON.
DEACON, LOOKER & DEACON.
Hongkong, 1st January, 1913. [138]

NOTICE.

MR. WILLIAM LAUGHTON LEASK has This Day been admitted as a Partner in our Firm.
LEIGH & ORANGE,
Civil Engineers, Architects and Surveyors.
Hongkong, 1st January, 1913. [141]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. JOHN SOMERVILLE DOBIE has joined me in Partnership in My Business of a SHARE AND GENERAL BROKER as from the 1st January, 1913, which Business will, as heretofore, be carried on under the name of VERNON & SMYTH.
FRANK SMYTH
Dated the 31st December, 1912. [140]

NOTICE OF PARTNERSHIP.

THIS is to Give Notice that Mr. FREDERICK CHARLES MASON HURLEY and Mr. EDUARDO JOSE DE FIGUEIREDO have been admitted Partners in our Firm from this Date.

HUGHES & HOUGH.
Hongkong, 1st January, 1913. [142]

NOTICE.

THE Business of the Firm of ATAKA & Co., in Hongkong having been acquired by Messrs. SUZUKI & Co. of Kobe, such Business will henceforth be carried on under the style of

SUZUKI & Co.,
at the same Premises, and under the same Management in Hongkong, as heretofore. All Engagements made by the Firm of ATAKA & Co. will be fulfilled by the new Firm of SUZUKI & Co.

TEIZO YAMADA,
Manager.
Hongkong, 1st January, 1913. [143]

NOTICE.

THE Interest and Responsibility of the Late JOHN GREGORY CEASED as from the 31st December, 1908, and that of the Late CHANG FEE SAUN on the 31st December, 1912.
HIMLY & Co.
Hongkong, 1st January, 1913. [144]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).



HIGH-CLASS GENT'S TAILORING

NEW MATERIALS FOR THE SEASON.

SCOTCH TWEEDS SERGES. HOMESPUNS.

MODERATE PRICES.

BEST WORKMANSHIP

LATEST STYLES

A CORRECT FIT.

READY TO WEAR
BURBERRY RAINCOATS.
JAEGER WAISTCOATS.
WALK-OVER BOOTS and SHOES.
LANE, CRAWFORD & Co.

FOR SALE

CHEAP SALE.

WE Beg to offer our Stock of GOLD and SILVERWARES, SILK GRASS-CLOTH, etc., at a Great Reduction Sale.
Do not Miss this opportunity.
Inspection cordially invited.

ON WO & Co.,
No. 37, Queen's Road Central.
Hongkong, 25th November, 1912. [1360]

GERMAN SAUSAGES.

WE have secured the services of an expert German Sausage Maker and are now able to supply our patrons and the public with DELICIOUS, WHOLE-SOME and CLEAN GERMAN SAUSAGES made on our own premises.

THE
DAIRY FARM CO., LTD.

GRACA & CO.

FREDER ST. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received
POSTAGE STAMP CATALOGUES FOR 1913.
[134]

BUDGET OF GOOD THINGS

JUST ARRIVED

for Children and Grown-Ups.
Selling Off at Bed-rock Prices.

Call Early before the Season is over.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.
Hongkong, 24th December, 1912. [145]

FOR SALE.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912.

NEDERLANDSCH-INDISCHE HANDELSBANK.

NEDERLANDS INDIA COMMERCIAL BANK.
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives monies in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.
E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 7th January, 1912. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,800,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsien Liao-Yang Peking
Calcutta (Port Arthur)
Canton San Francisco
Bombay Lyons Shanghai
Changhai Nagasaki Tientsin
Dairen (Mukden) Newchwang
Hankow
Harbin
Hoheln
Kobe

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES—

Bombay Calcutta Canton Cebu Colon Empire Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND SURPLUS ... \$7,050,000
equal \$1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [1248]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund Yen 2,622,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Canton Kobe Tamsui
Canton Nanking
Fuzhou Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, Des Voeux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1279]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option

ENTERTAINMENTS

THEATRE ROYAL.

RETURN VISIT OF THE EMINENT ACTOR

ALLAN WILKIE

AND FULL LONDON CO

INCLUDING THE TALENTED ACTRESS,

MISS FREDISWYDE HUNTER-WATTS.

TO-NIGHT! TO-NIGHT!
DAVID GARRICK.

WEDNESDAY, 8th JAN.—
CANDIDA.

THURSDAY, 9th JAN.—
THE LIARS.

FRIDAY, 10th JAN.—
MRS. WARREN'S PROFESSION.

SATURDAY, 11th JAN.—
MATINEE at 3 P.M.—
TWELFTH NIGHT.

EVENING—
SCHOOL FOR SCANDAL.

MONDAY, 13th JAN.—
SALOME.

TUESDAY, 14th JAN.—
TAMING OF THE SHREW.

WEDNESDAY, 15th JAN.—
SECOND MRS. TANQUERAY.

THURSDAY, 16th JAN.—
THE CARDINAL.

FRIDAY, 17th JAN.—
George Du Maurier's Great Play,
TRILBY.

Curtain at 9.15 P.M.
PRICES: \$3.50, \$2 and \$1.
Booking at MOUTRIE'S,
Hongkong, 3rd January, 1913. [1451]

BIJOU

9.15 P.M.—TO-NIGHT—9.15 P.M.

WAR IN THE BALKANS
WAR IN THE BALKANS
WAR IN THE BALKANS

THE REAL THING—NO FAKES.
THE REAL THING—NO FAKES.

and
MISS DOLLY SWIFT

MISS ADA ROWLEY

MISS GLADYS SPENCER
in All New Songs and Dances.

Hongkong, 4th January, 1913. [61]

FREE COUPON
Entitling Anyone with
RHEUMATISM

to receive prepaid our celebrated Treatise, "The Cause and Cure of Rheumatism," illustrated in colours

Name
Address

Only one book to one address. 33B

If you have Rheumatism, cut on the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The Cause and Cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot

Drafts, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 30 and 40 years' suffering after doctors and baths and medicines had failed. Send us the coupon to-day and we know that after receiving our Booklet and reading and thoroughly understanding our treatment, you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so cut the above coupon and send it to the Magic Foot Draft Co., China Agency, P. O. Box 334, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post.

[62]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.



JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

TO LET

TO LET

OFFICES in King's Buildings
153, PRAYA EAST, GODOWN.
152A, PRAYA EAST, GODOWN, suitable
for Storage of Kerosene.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st January, 1913. [65]

TO LET

FURNISHED or Unfurnished, 6, Mountain View, Peak, containing SIX ROOMS
Apply—
W. R. LOKLEY & Co.,
York Buildings, Chater Road.
Hongkong, 17th December, 1912. [72]

NOTICE

TO LET, TWO ROOMS in the Ground Floor of the Annex, suitable for Office. For further particulars, apply to the Under-signed.
JAMES CRAIK,
Secretary.
Hongkong, 1st January, 1913. [153]

TO LET

GODOWN, No. 94D, Praya East, Wanchoi from 1st January, 1913.
Apply to—
KWONG SANG HONG, LTD.
248, Des Vaux Road Central.
Hongkong, 6th December, 1912. [70]

TO LET

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.,
Alexandra Buildings
Hongkong, 16th October, 1912. [68]

TO LET

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point. For further particulars apply Property Office
JARDINE, MATHESON & Co., LTD.
Hongkong, 15th August, 1912. [67]

TO LET

SHOP in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, 27th November, 1912. [69]

OFFICES TO LET

FIRST-CLASS Central Accommodation Light and Airy, on FIRST and SECOND FLOORS, in New Building being erected for Messrs. WHITEHEAD & LADLAW & Co., LTD. Entrance from Des Vaux Road, Electric Lift to all Floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices.
MESSRS. FAIRER & TURNER,
Alexandra Buildings, 3rd Floor.
Hongkong, 21st December, 1912. [73]

TO LET

NO. 21, SHELLEY STREET.
3, DES VEAUX VILLAS, No. 52, PEAK, 5 ROOMS.
No. 119D, THE PEAK, Furnished, from Middle of April until end of October, 1913.
FOUR BEDROOMS, Tennis Court and Garden.
No. 6, DES VEAUX VILLAS, 58, THE PEAK, from 1st March, 1913. Premises well furnished, thoroughly repaired, painted and colourwashed.
68, MOUNT KELLET, Fully Furnished, immediate possession to 31st MARCH, 1913.
From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS To let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.
For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 31st December, 1912. [64]

TO LET

NO. 5 WONG-NEI-CHONG ROAD Thoroughly Repaired, Painted and Colourwashed, 8 ROOMS. Possession from 1st January, 1913.
Apply to—
MR. SIEN TING, Dentist,
14, D'Almeida Street.
Hongkong, 18th December, 1912. [143]

TO LET

ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd May, 1912. [66]

THE SECRET MAN.

MR. J. A. DELAY'S DOUBLE LIFE.

DECEPTION IN THE DIVORCE COURT.
The tangle of mystery, beginning with the disappearance of Mrs. Nowill from the Atlantic Hotel, New Quay, on Saturday, November 23, becomes more amazing and complicated every day.
The latest information that has come into the possession of *The Daily Mail* throws a strange light upon the life of that secretive man, James Arthur Delay, the retired Singapore solicitor, who was found hanging by his breeches dead in his bedroom at the Atlantic Hotel thirty-six hours after the disappearance of Mrs. Nowill, whom he referred to in the codicil to his will by which he left her £30,000, as "my friend Marian Nowill."
Delay was ever a man of mystery to all who came in contact with him. He was thought by all to be morose, or quiet and eccentric. No one felt he really knew him; no one did. "We met him two years ago in a P. and O. boat when going to Egypt," said Mr. Nowill, at the inquest. "He was a very eccentric and reserved man." Another visitor at the Atlantic Hotel described him as "a morose sort of man, who never said 'Good morning' to anyone."

After Delay came to England he led a strange secret life, saying little or nothing about himself—a mystery to everyone. But it is now clear that with his silent manner and his secret ways, he was a man of strong passions, a careful, painstaking schemer, who led not merely a double life but several different lives.
IN THE DIVORCE COURT.
His friends and relatives were surprised on learning of his secret passion for Mrs. Nowill; his friends and relatives were astonished to find after his death that he was married—that he had been married for thirteen months. But the most amazing secret that he kept from everyone, except one woman, was the fact that he secretly passed through the British Divorce Court in 1910-1911, under a false name, without his identity being suspected either by his relatives, his friends, his solicitors, or, above all, by the wronged wife. It is only in the last few hours that this knowledge has come into the possession of a woman who was supposed to be leading a normal happy married life without any suspicion reaching her husband is one that would seem incredible if told in a work of fiction.

Delay became associated with a Mrs. Young—when, only he and she knew, but probably in 1909. Secretly the two met—when or how often this secret man has succeeded in hiding from everyone. At the same period in that year, or very early in 1910, the woman agreed to give up her husband and home and throw in her lot with Delay.
This step was obviously not one dictated entirely by impulse, so far as Delay was concerned. He had decided in his deep and secret manner that he would take the woman from her husband and marry her. Yet he did not desire that anyone but she should know who had inflicted the wrong upon the husband. So with quiet determination and painstaking care, he evolved a scheme, which his legal knowledge doubtless helped him to devise, of concealing the identity of James Arthur Delay for the time being and becoming a second person.

WOMAN'S FLIGHT.
Arthur Daly, of unknown occupation and address, was to be the man who had stolen another's wife, and he was to continue to exist only until James Arthur Delay could return to his old world. This apparently impossible task Delay carried out without anyone knowing.

When Delay's plans were safely laid the woman fled from her astonished husband's house, leaving behind her a letter to her husband stating: "I am going away with the man I love with all my heart and soul."
Up to the moment when he received that letter the husband had no idea that his wife was particularly friendly with any man or even had any friends unknown to him. She apparently was never away from home unaccountably, and there was nothing in her manner to cause him the slightest suspicion that all was not well. Never since has the husband seen the wife except for a brief moment in a London street, and who the man was for whom she had left him he had no idea until a day or two ago.

The matrimonial suit was reported in *The Daily Mail*, and a decree absolute was pronounced by the Divorce Court judge last year. Shortly afterwards Arthur Daly ceased to exist, and James Arthur Delay married Mrs. Young. On November 1st, 1911, in New York, with characteristic secrecy, Delay gave a false address as his New York place of abode at the time of his marriage.
The following report of the divorce case of Young v. Young and Daly appeared in *The Daily Mail*:—

WIFE'S FLIGHT.

FAREWELL LETTER LEFT AT HOME.

Divorcee Dies.—Mr. Justice Baggallay Deane.

Damages amounting to £300, with a decree nisi and costs, were granted to Mr. Leonard Young, a solicitor's clerk, on account of the misconduct of his wife with the co-respondent, Mr. Arthur Daly, whose position was not stated.

Mr. W. Willis appeared for the petitioner, who stated in his evidence that he was married on August 23rd, 1901. On January 11th last, on returning home from work, he found upon the table the following letter from his wife:—
"Dear Teddy, This is going to be a very painful letter for you to read, but it is even more painful for me to have to write it. To-day I am leaving you for ever. Do not be angry with me, but try and forgive, even though I am doing you such a great wrong.
"Please, Teddy, don't worry yourself about it, for indeed I cannot help it. I am going away with the man I love with all my heart and soul. So much do I love him that I would commit suicide rather than live without him. This is no idle boast, for I mean it.
"Oh, Teddy, poor Teddy, if I could only go to this man without causing you pain! You have been very good to me, and I often wished because you had been so good to me that I had not married you. But may I ask you one favour, the last I shall ever ask of you? I implore you, Teddy, to grant it—will you divorce me?"

Leaving his own lawyers completely in the dark as to his doings, he approached another firm of solicitors as Arthur Daly, and by that name only did the firm know him. He introduced himself as a friend of a deceased partner of the firm and said he had been abroad for many years. He had been to act for him in the case, which he had no intention of defending. He also retained the solicitors to act for the errant wife.
The husband had instructed his solicitors to take action for divorce, and the name of the co-respondent was supplied by the wife as "Arthur Daly," and also

Wm. Powell,

Ltd.

LADIES'

OUTFITTERS.

DRAPERS.



WILLIAM POWELL & CO. LTD.

Wm. Powell,

Ltd.

GENT'S

OUTFITTERS.

MILLINERS.

COMPLETE HOUSE FURNISHERS

CUTLERY.

ELECTRO-PLATE WARE, ETC.

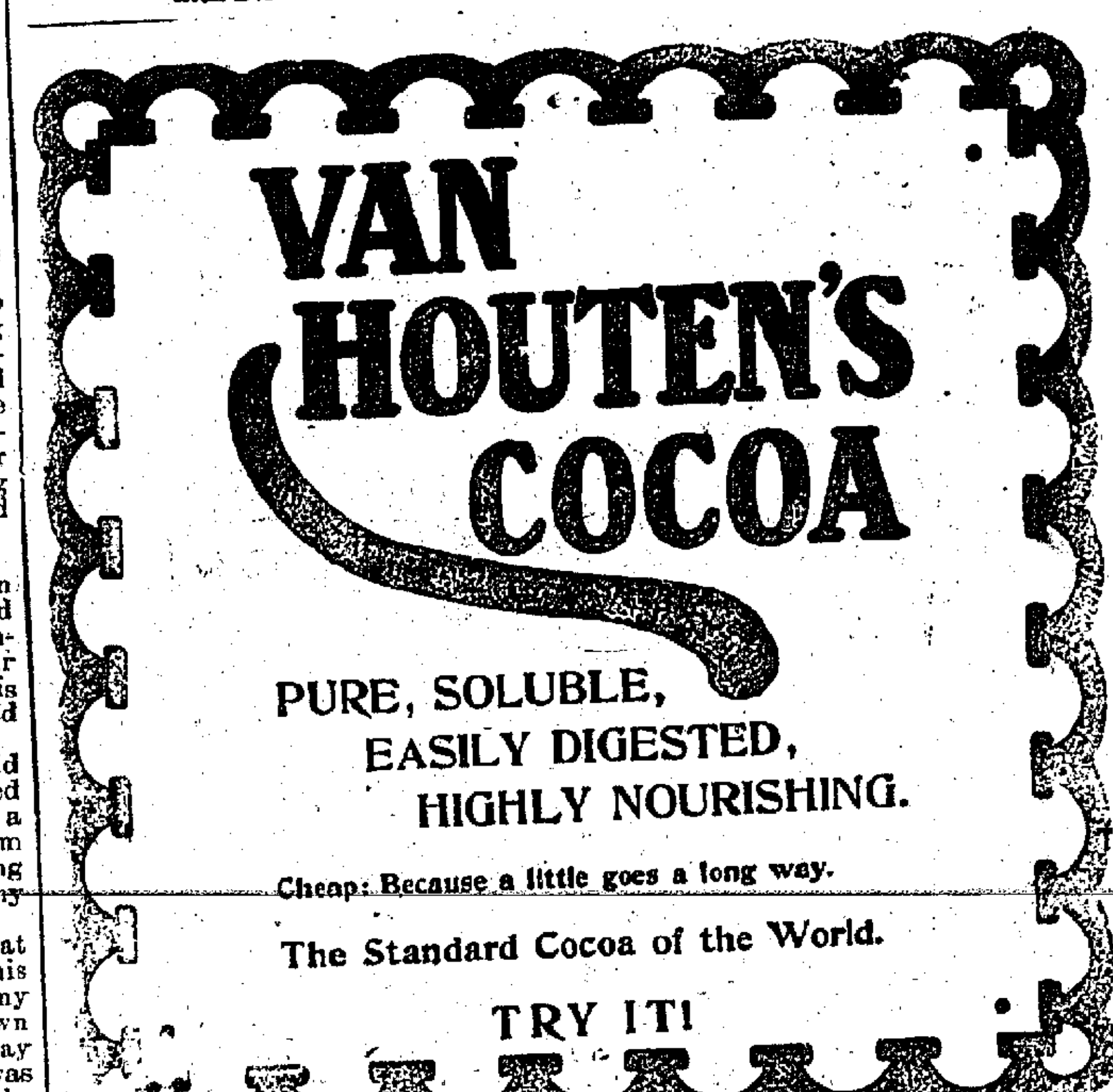
INSPECTION CORDIALLY INVITED.

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.



VAN HOUTEN'S
COCOA

PURE, SOLUBLE,
EASILY DIGESTED,
HIGHLY NOURISHING.

Cheap: Because a little goes a long way.

The Standard Cocoa of the World.

TRY IT!

"I ask this not so much for my own sake, I don't care what the world thinks of me, but because in the future I may have a child. You will be feeling very bitter against me, but still I do not think you will be so cruel as to withhold from me all chance of becoming an honest woman; and as I can never return to you it will be the best way. . . . If you only knew what a relief it is to go away. I have hated and loathed myself for deceiving you."

The petitioner further said that he replied six days later:—
"Oh, Mollie, it is hard to realise that you, in whom I had such trust and confidence and always looked up to, should serve me so badly. . . . Your own last request I grant, having regard to the deep and affectionate feelings I always had, and still have, for you, in the sincere hope that the happiness you now experience will last for ever. . . . Poor old Mollie! Good-bye!"

Solicitors: Roney & Co., for petitioner.

NEW YORK MARRIAGE.
In the divorce petition Daly, the co-respondent, was described as "of address unknown, formerly of the Great Central Hotel."

From the moment Mrs. Young left her husband Daly used the name of Daly at the various hotels at which he stayed, and no one apparently had any suspicion that that was not his correct name. Delay was determined no one should; he would take no risks.

Leaving his own lawyers completely in the dark as to his doings, he approached another firm of solicitors as Arthur Daly, and by that name only did the firm know him. He introduced himself as a friend of a deceased partner of the firm and said he had been abroad for many years. He had been to act for him in the case, which he had no intention of defending. He also retained the solicitors to act for the errant wife.

The husband had instructed his solicitors to take action for divorce, and the name of the co-respondent was supplied by the wife as "Arthur Daly," and also

the address of the house where both had temporarily lived.
From that time onwards Delay—as Daly—moved about from hotel to hotel, keeping away from friends and relatives. But when the time came for the divorce citation to be served he hired lodgings for a week in Old Quebec-street, W.

Up to that time Delay, as Daly, had not been seen by anyone who knew him as Delay. But a period arrived when it was necessary to serve him personally with the citation in the divorce case. Therefore he was obliged to show himself, and the solicitors' representative, acting for the husband, called upon him by appointment and handed him the document, informing him that he was cited to appear in the case of Young v. Young and Daly. Delay, of course, did not appear at the trial, but left for America.

On November 1st, 1911, according to New York records, James Arthur Delay, aged forty-six, solicitor, married Marie aged forty-six, widow, at New York City the Marriage Bureau, New York City Hall. One letter from Daly was received in London about this time and then Daly ceased to exist.

James Arthur Delay resumed his existence.
On November 25th, 1911—twenty-four days after the marriage—Mr. and Mrs. Daly were in Bournemouth, for on that day he executed his will leaving £10,000 in trust for his wife. From then onwards the Delay had another secret to guard—the secret of his marriage. That he succeeded in doing so until after his death is known. How he did so no one will probably ever know.

From the time of his marriage he was the respected friend of the Nowills, but they, like his other friends and relatives, believed him to be a bachelor.
It is strange to note that Delay's meetings with the Nowills ("about two years ago," said Mr. Nowill at the inquest) must have been about the time when Mrs. Young was about to leave her husband; and the holiday spent at Filey with the Nowills in the summer of this year was within nine months of his New York marriage.

(Continued on page 6)

NOTICES TO CONSIGNEES

S.S. "DUMSEA."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Breton," from Havre ex s.s. "Ville d'Arras," and from Seattle ex s.s. "Ville d'Arras," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst. at Noon will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 10th inst., or they will not be recognised.
All damaged packages will be examined on the 7th inst. at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.

Hongkong, 31st December, 1912. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"CANDIA."

Arrived Hongkong on 3rd January, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.

Hongkong, 3rd January, 1913. [1]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer.

"INDIA."

Arrived Hongkong on 3rd January, 1913. From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malaja,"
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.

Hongkong, 3rd January, 1913. [1]

WEATHER REPORT.

On the 6th at 10.50 a.m.—The anti-cyclone has weakened. It is now central over the Yellow Sea and Korea.

Pressure has decreased slightly to moderately in all districts.

Light monsoon or variable winds are indicated along the E. coast of China, and fresh to moderate monsoon over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

• Hongkong & Neighbourhood

Formosa Channel

South coast of China between the same as Hongkong and Lamochs.

South coast of China between the same as Hongkong and Hainan.

• N.E. winds, moderate; fair.

• Northerly gale, moderating.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

• The same as No. 1.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"ALTMARK."

Captain H. Luning, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—

Ex s.s. "Trollberg" from Abus.

Ex s.s. "Tatti" from Norrköping.

Ex s.s. "Norge" from Göteborg.

Ex s.s. "Mikol" from Bordeaux.

Ex s.s. "Kong Ring" from Christiania.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 2nd January, 1913. [150]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS."

Captain R. Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 8th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 1st January, 1913. [149]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 4th inst., at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from Consignees' Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 10th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on SATURDAY, the 11th inst., at 10 A.M.

All Claims must be filed on or before 17th inst., otherwise they will not be recognised. S. MORIMOTO, Agent.

Hongkong, 3rd January, 1913. [155]

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDEMAYO."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th inst., at 6 P.M., will be subject to rent.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI.
MANCHURIA 27,000 tons, twin screws.		Kobe (via Island Sea).
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons. CHINA ... 10,000 tons. PERSIA ... 9,000 tons.	SPEED.	Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	THURSDAY, 9th Jan., at 1 P.M.
MONGOLIA	27,000	...	TUESDAY, 28th Jan., at 1 P.M.
PERSIA	9,000	...	TUESDAY, 4th Feb., at 1 P.M.
KOREA	18,000	...	TUESDAY, 18th Feb., at 1 P.M.
SIBERIA	18,000	...	TUESDAY, 25th Feb., at 3 P.M.
CHINA	10,000	...	TUESDAY, 4th Mar., at 1 P.M.
MANCHURIA	27,000	...	TUESDAY, 18th Mar., at 3 P.M.
NILE	11,000	...	TUESDAY, 25th Mar., at 1 P.M.
MONGOLIA	27,000	...	

INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Korea and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
26th Feb. CHINA	27th Feb.	21st Feb. MANCHURIA	23rd Feb.
18th Mar. NILE	20th Mar.	8th Mar. NILE	10th Mar.
15th Apr. PERSIA	17th Apr.	16th Mar. MONGOLIA	18th Mar.
13th May CHINA	15th May.	5th Apr. PERSIA	7th Apr.
3rd June NILE	5th June.	13th Apr. KOREA	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
Telephone No. 141.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	...	...	...	SAILING
"ORTERIO"	...	...	...	On 15th Jan. to follow.
"OCKLEY"	...	...	...	

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the latest design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC"	...	3,000 tons	...	Middle of February.
----------------	-----	------------	-----	---------------------

And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	...	...	...	FROM COLOMBO:
21st Dec.	...	...	...	Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
HONGKONG TO CANTON. TUESDAY, 7th JANUARY, 1913. 8 a.m. "KINSHAN." 10 p.m. "FATSHAN."	TUESDAY, 7th JANUARY, 1913. 8 a.m. "PATSHAN." 5 p.m. "HONAM."
WEDNESDAY, 8th JANUARY, 1913. 8 a.m. "HONAM." 10 p.m. "KINSHAN."	WEDNESDAY, 8th JANUARY, 1913. 8 a.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th JANUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLBANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "BAIKAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	...	21,000 tons.
S.S. CHITO MARU	...	21,000 tons.
S.S. BEIYO MARU	...	21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily bath, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourist-Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers; and other Eastern points.
When taking that Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 19th Jan., at 5 p.m.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, 250 1st, 235 2nd, 219 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at 8 p.m.
Cheap rates, Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.
to YOKOHAMA, KOBE via SHANGHAI.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents.
Hongkong, 4th January, 1913. [52]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER Tons DATE OF SAILING.
COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.
BALIC PORTS ...
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 7th Jan., 4 p.m.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 16th Jan., 4 p.m.

PHILIPPINES CARNIVAL, Feb. 1st to 9th, 1913.

For Sailing on January 25th, Special Reduced Rate, HONGKONG-MANILA and Return, \$50.00. Return Tickets are Available for One Month from date of issue. No Pull Tax.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 4th January, 1913. PHILIPPINES S.S. Co. [110]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Capt. D. Macfarlan, will be despatched to SHANGHAI, KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 17th Jan.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 8th Jan., at 3 p.m.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched as above on 11th Jan.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st January, 1913.

AGENTS. [160]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST," Capt. L. MAASS.	17,000	Wedday, 8th Jan., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GOEBEN," Capt. A. AHLBORN.	17,300	(About Thursday, 9th Jan.)
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	Saturday, 25th Jan., at 9 a.m.

KOBE and YOKOHAMA ... "COBLENZ," Capt. L. KLUGKIST. 6,750 (About Tuesday, 7th Jan.)
All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st January, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 4TH.
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"BUELOW"	17,250	ON APRIL 1ST.
"PRINCESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912. [59]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH	...	...	...
Alcora, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, Enroute to Hongkong.	...	...	...
Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.	...	...	...
Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Kinkiang.	...	...	...
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, Hankow.	...	...	...
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, i.l. Commr. Hugh P. J. Williams, Shanghai.	...	...	...
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	...	...	...
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Mackenzie D.S.O., Canton.	...	...	...
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. Wilkin, son Hongkong.	...	...	...
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Brickenford, Hongkong.	...	...	...
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Boddam Whetham, Hongkong.	...	...	...
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Hongkong.	...	...	...
Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lt. Comdr. H. Marryatt, Hankow.	...	...	...
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.	...	...	...
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintles, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.	...	...	...
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Walsail.	...	...	...
Moorehen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, Hongkong.	...	...	...
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., en route to Hongkong.	...	...	...
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray, R.N., Yang-tze.	...	...	...
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Hongkong.	...	...	...
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Hongkong.	...	...	...
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Hestwood-Nash en route 4 West River.	...	...	...
Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Commr. N. E. Archdale, Hongkong.	...	...	...
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutten, Hongkong.	...	...	...
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Lealie, Yangtze.	...	...	...
Taku, torpedo boat destroyer, 335 tons, i.h.p. 6,000, Gunner Ryder, Hongkong.	...	...	...
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.	...	...	...
Tea, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.	...	...	...
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. N. Cottrell-Dormer, Hankow.	...	...	...
Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.	...	...	...
Virego, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Hongkong.	...	...	...
Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Hongkong.	...	...	...
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. R. Neville, Hongkong.	...	...	...
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.	...	...	...
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yang-tze.	...	...	...
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Robin Wilby, Hankow.	...	...	...
Submarines:—	...	...	...
No. 35, Godfrey Herbert, Lieut. Commr.	...	...	...
No. 37, A. A. L. Fennar, Lieut. Commr.	...	...	...
No. 38, J. B. A. Codrington, Lt. Commr.	...	...	...

SHIPPING

ARRIVALS.

CHENAN, British str., 1,350, Jones, 5th January—Shanghai 2nd January, General—Butterfield & Swire.
DAIGA MARU, Japanese str., 1,735, K. Kobayashi, 5th January—Wakamatsu 21st December, Coal—Mitsui Bishi Goshi Kaisha.
HANGSANG, British str., 1,350, S. Wilde, 6th January—Shanghai 1st January, General—Jardine, Matheson & Co.
KUTSANG, British str., 4,895, R. C. D. Bradley, 5th January—Moji 1st January, General—Jardine, Matheson & Co.
KWANTOH, Chinese str., 1,530, O. Stewart, 6th January—Shanghai 2nd January, General—Chinese.
PONGSONG, German str., 908, Bofeluh, 6th January—Bangkok 25th January, Rice—Butterfield & Swire.
SUMATRA, British str., 2,953, W. R. Le Mare, R.N.R., 6th January—Shanghai 3rd January, General—P. & O. S. N. Co.
No. 7 TAIYU MARU, Japanese str., 2,335, M. Sakamoto, 6th January—Port Arthur 20th December, Coal—Osaka Shosen Kaisha.
WOSANG, British str., 1,127, J. M. Smith, 6th January—Wuhu 2nd January, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
January 6th.
DUNOTTAR CASTLE, British str., for S'pore.
HANGSANG, British str., for Canton.
KANSAS, British str., for Yokohama.
KAMAKURA MARU, Jap. str., for Bombay.
MATHILDE, German str., for Pakhoi.
PANAMA MARU, Japanese str., for Yama.
SUMATRA, British str., for London.

DEPARTURES.

January 6th.
CHENAN, British str., for Canton.
KWANTOH, Chinese str., for Shanghai.
KWANTOH, Chinese str., for Canton.
KOKORIN, Austrian str., for Shanghai.
VARG, Norwegian str., for Hongay.

PASSENGERS.

ARRIVED.
Per *Hungang*, from Shanghai, Mr. and Mrs. Sauner, Mr. Richardson and Mr. Page.
Per *Chenan*, from Shanghai, Mrs. White, Mrs. Taylor, Mrs. Bennett, Miss Palmer, Mr. Mathewman and Mr. Keen.
Per *Sumatra*, from Yokohama, for London, Mrs. Melville, Miss Bond, for Colombo, Mr. and Mrs. Allen Wilkie, Mr. G. O. Craigie, Mr. W. Eastern, Mr. J. H. Dornum, Mr. J. H. Wait, Mr. and Mrs. Dawson, Miss M. Clancy, Miss F. O'Brien, Mr. G. F. Weir, Mr. R. Barrington, Mr. P. Gordon, Mr. B. A. Dittar and Mr. A. Goodhall, for Marneilles, Mr. J. H. Wisner and Mr. Scholes.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Tenyo Maru* arrived at Yokohama from Honolulu on the 30th December, and may be expected here on the 9th January.
The P.M. str. *Korea*, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th December.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, etc., left Port Darwin on the 29th December for Manila and this port.

THE GERMAN MAIL.

The I.G.M. str. *Gachen*, carrying the German mails with dates from Berlin of the 11th December, left Singapore on the 5th January, at 8 a.m., and may be expected here on or about 9th January, at 6 p.m.

MERCHANT STEAMERS.

The Ben Line str. *Bendoran*, from Antwerp, Middlesbrough and London, left Singapore on the 29th December, for this port.

The I.G.M. str. *Kleist* left Shanghai on the 4th January, at 11 a.m., and may be expected here on or about 7th January, at 6 a.m.

The T.K.K. str. *Kyo Maru* arrives at Yokohama from Honolulu on the 2nd January, and is due in Hongkong on the 15th January.

The T.K.K. str. *Shinyo Maru* leaves San Francisco for Hongkong on the 4th January, and is due here on the 31st January.

The str. *Glenroy* passed the Suez Canal on the 29th December, for Hongkong via Straits.

The str. *Glenloggy* passed the Suez Canal on the 27th December, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooksang, from Singapore, is due in Hongkong 7th January.
Laiwang, from Singapore, is due in Hongkong 12th January.

SHIRE LINE, LIMITED.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fultala, from Rangoon, is due in Hongkong 7th January.
Carnarvonshire, from London, is due in Hongkong 13th January.

LATEST STEAMER MOVEMENTS.

The str. *Dunedin* sailed from Singapore on the 4th January, and is therefore due here on or about 10th January.

The I.G.M. str. *Coblenz* left Manila on the 4th January, p.m., and may be expected here on or about 7th January, at 6 a.m.

The Silk ex O.S.K. str. *Chicago Maru*, which left Hongkong on the 29th November, was delivered in New York on the 2nd January.

The H.L. str. *Brassila* left Shanghai on the 5th January, a.m., and may be expected here on or about 8th January, a.m.

The Yokohama office of the Canadian Pacific Railway Company's Royal Mail Steamship Line is in receipt of a wireless message from the R.M.S. *Empress of Japan*, sent at 7 p.m., on Sunday, when the vessel was 1,580 miles distant from Japan, advising all well, and that the Commander expects to reach Yokohama on the 10th January, at 6 a.m.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blakes Pier		3. From Blakes Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.	
LONDON, via USUAL PORTS OF CALL.	INDIA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.	
LONDON & ANTWERP.	MORNINGTHURSTON	Brit. str.	—	Doist	JARDINE, MATHESON & CO., LD.	About 18th inst.	
ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINE	On 24th inst.	
ROTTERDAM, BREMEN & HAMBURG &c.	FURST BUELOW	Ger. str.	k. w.	Bach	HAMBURG-AMERICA LINE	On 24th inst.	
HAVRE & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 27th inst.	
HAVRE, BREMEN & HAMBURG, &c.	AMERICA	Ger. str.	k. w.	Loening	HAMBURG-AMERICA LINE	On 3rd Feb.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ARI MARU	Jap. str.	—	H. Kon	NIPPON YUSEN KAISHA	On 15th inst., at D'light.	
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	GOLDENHORN	Ger. str.	—	Diedrichsen	HAMBURG-AMERICA LINE	On 8th Feb.	
VICTORIA, B.C. & TACOMA via KEELEUNG, &c.	PANAMA MARU	Jap. str.	—	K. Kano	OSAKA SHOSHUN KAISHA	On 14th inst., at 2 P.M.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	OSTERIO	Brit. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 14th inst., at Noon.	
VICTORIA, B.C. & TACOMA via JAPAN &c.	SEATTLE MARU	Jap. str.	—	L. Mass	THE BANK LINE LTD.	On 15th inst.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KLEIST	Ger. str.	—	—	OSAKA SHOSHUN KAISHA	On 23rd inst., at 2 P.M.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	KORBER	Ger. str.	—	—	LOEBL & CO.	To-morrow, at 10 A.M.	
NEW YORK via PORTS & SUEZ CANAL.	FORWARDERS	Aus. str.	—	—	SANDER, WILKES & CO.	On 19th inst., at 5 P.M.	
BOSTON & NEW YORK.	SWAZI	Am. str.	—	—	SHAW, TOMES & CO.	On 13th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	LOVAT	Brit. str.	—	—	DODWELL & CO., LTD.	About 28th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th inst., at 7 A.M.	
CAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGUE	Am. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 8th inst., at 7 A.M.	
CAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGUE	Am. str.	—	A. G. Stevens	PACIFIC MAIL S.S. CO.	On 9th inst., at 1 P.M.	
CAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERHIA	Jap. str.	—	—	TOYO KAISHA KAISHA	On 11th inst., at Noon.	
COPENHAGEN & BALTIC PORTS.	CANTON	Jap. str.	—	T. Sekine	PACIFIC MAIL S.S. CO.	On 28th inst., at 1 P.M.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	L. Klugkist	ARTHUR NISSON & CO.	On 15th inst.	
AUSTRALIAN PORTS via MANILA	COLEMAN	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	—	MELCHERS & CO.	On 25th inst., at 9 A.M.	
CAPEPORTS via MAURITIUS.	DUNDEE	Brit. str.	—	—	MEYERSON & CO.	On 1st Feb., at 11 A.M.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KITO MARU	Jap. str.	—	Tullock	THE BANK LINE LIMITED	Beginning of January.	
YOKOHAMA & KOBE via SHANGHAI.	FULFALA	Brit. str.	—	H. W. Tallent	JARDINE, MATHESON & CO., LD.	On 1st Feb., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	E. F. FERDINAND	Aus. str.	—	—	SANDER, WILKES & CO.	About 1st Feb.	
YOKOHAMA & KOBE via SHANGHAI.	COLEMAN	Ger. str.	—	L. Klugkist	MELCHERS & CO.	About 7th inst.	
YOKOHAMA & KOBE via SHANGHAI.	ATSUTA MARU	Jap. str.	—	J. Naga	NIPPON YUSEN KAISHA	On 16th inst., at 11 A.M.	
YOKOHAMA & KOBE via SHANGHAI.	KIKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	LIENSHING	Dut. str.	—	W. Mesney	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LD.	To-morrow, at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	L. Jones	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	A. Alborn	P. & O. S. N. Co.	About 9th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	About 9th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 10th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Charbonnel	MELCHERS & CO.	On 13th inst., at M'night.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Luening	HAMBURG-AMERICA LINE	On 14th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Richards	JARDINE, MATHESON & CO., LD.	About 14th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	G. W. Cookman, R.N.R.	NIPPON YUSEN KAISHA	On 15th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	D. Macfadyen	P. & O. S. N. Co.	About 16th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	—	DAVID SABSON & CO., LTD.	On 17th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	—	SANDER, WILKES & CO.	On 29th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Y. Yamamoto	OSAKA SHOSHUN KAISHA	On 15th inst., at 10 A.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	K. Tachikawa	OSAKA SHOSHUN KAISHA	To-morrow, at 8 A.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Y. Somakawa	OSAKA SHOSHUN KAISHA	On 12th inst., at 10 A.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	A. E. Hodgins	BUTTERFIELD & SWIRE	On 14th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	A. W. Osterbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Miller	SHAW, TOMES & CO.	On 15th inst., at 2 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Lesak	JARDINE, MATHESON & CO., LD.	On 14th inst., at 2 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Foreyth	BUTTERFIELD & SWIRE	On 14th inst., at 2 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	P. R. Rolfe	JARDINE, MATHESON & CO., LD.	On 18th inst., at 2 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	P. S. McMurray	SHAW, TOMES & CO.	On 16th inst., at 4 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Amesaga	CARLOWITZ & CO.	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Kameshita	NIPPON YUSEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	J. E. Drake	DAVID SABSON & CO., LTD.	On 20th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	Brady	NIPPON YUSEN KAISHA	To-morrow, at 3 P.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	E. B. Hirst	JARDINE, MATHESON & CO., LD.	On 11th inst.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	J. D. Milne	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	E. de Catalano	BUTTERFIELD & SWIRE	To-day, at 9 A.M.	
YOKOHAMA & KOBE via SHANGHAI.	SHANGHAI	Brit. str.	—	—	MELCHERS & CO.	On 15th inst., at 9 A.M.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI via SWATOW "LIENSHING" ... Wed. 8th Jan. D'light.
FOR SHANGHAI via SWATOW "FOOKSANG" ... Wed. 8th Jan. 4 P.M.
FOR SHANGHAI via SWATOW "HANGSANG" ... Thursday, 9th Jan. Noon.
FOR SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Saturday, 11th Jan. 2 P.M.
FOR SINGAPORE, PENANG & CALCUTTA "LOONGSANG" ... Saturday, 11th Jan. 2 P.M.
FOR SINGAPORE, PENANG & CALCUTTA "YUENSANG" ... Saturday, 18th Jan. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**
Hongkong, 7th January, 1913

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "OKARA," 5,291 tons gross, Captain E. B. Hirst, will be despatched for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on 14th Jan., 1913, at Noon, and will be followed by the S.S. "UPADA," 5,257 tons gross, Capt. Logan, sailing hence on or about the 20th Jan., 1913, at Noon, taking Cargo at Current Rates.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain H. W. Tallent, will be despatched for YOKOHAMA and KOBE on the 14th Jan., at D'light, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**
Telephone No. 215.
Hongkong, 7th January, 1913.

AGENTS.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR SHANGHAI, KOBE & YOKOHAMA "CAERMARTHENSHIRE" About 14th Jan.
FOR LONDON, ROTTERDAM & ANTWERP "MORNINGTHURSTON" About 18th Jan.
FOR LONDON & ANTWERP "PENROTHSHIRE" About 4th Feb.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**
AGENTS.
Hongkong, 1st January, 1913.

AGENTS.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER.

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.
"EMPEROR OF INDIA" Sat., 11th Jan.
"EMPEROR OF JAPAN" Sat., 8th Feb.
"MONTAGUE" Sat., 8th Mar.
"EMPEROR OF INDIA" Sat., 5th Apr.
"EMPEROR OF IRELAND" Fri., 2nd May

FOR LIVERPOOL.

From St. John.
"EMPEROR OF IRELAND" Fri., 7th Feb.
"EMPEROR OF IRELAND" Fri., 7th Mar.
"EMPEROR OF IRELAND" Fri., 4th Apr.
From Quebec.
"EMPEROR OF IRELAND" Fri., 2nd May

Steamships leave HONGKONG at 7 A.M.
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate Steamship) 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGUE," carries Intermediate Passengers only, at Intermediate rates.

Passengers booked through to all ports and to Europe.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

5

RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills-of-Lading for all Black and Axon Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "EKATERINOSLAVL," 6,581 R.T. Commander Tideman, homeward bound, is expected to arrive in Hongkong about the Beginning of January, 1913.

The S.S. "VLADIMIR," 5,620 R.T. Commander Kamichansky, Homeward bound, is expected to arrive in Hongkong about the End of January, 1913.

For Freight, Passage and further particulars, apply to **CAPTAIN D. A. LUKHMANOFF,** AGENT, Hotel Mansion, 3rd Floor, Telephone No. 1224.

Hongkong, 21st December 1912

AGENTS.

VESSELS ON THE BERTH</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	ARRIVALS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, MALTA and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	10 A.M. 8th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 11th Jan.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 16th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. G. W. Gordon, R.N.R.	Noon 18th Jan.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 7th Jan., 9 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 7th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 9th Jan., 4 P.M.
SHANGHAI	"LINAN"	On 11th Jan., 11 P.M.
MANILA, CEBU and ILOILO	"KUBICHOW"	On 14th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 7th January, 1913. TELEPHONE 36. AGENTS. [7]

HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KORE and YOKOHAMA:	For ROTTERDAM, BREMEN & HAMBURG:
S.S. SILESIA ... 14th Jan.	S.S. BRASILEIA ... 9th Jan.
S.S. SUEVIA ... 27th Jan.	For HAVRE & HAMBURG:
S.S. O. J. D. ARLERS ... 11th Feb.	S.S. SAMBIA ... 14th Jan.
S.S. SPEZIA ... 10th Feb.	For ROTTERDAM, BREMEN & HAMBURG:
S.S. FENEGAMBIA ... 10th Mar.	S.S. FURST BUELOW ... 24th Jan.
S.S. SITHONIA ... 23rd Mar.	For HAVRE, BREMEN & HAMBURG:
	S.S. ARMENIA ... 27th Jan.
	For HAVRE & HAMBURG:
	S.S. ALTMARK ... 3rd Feb.
	For MARSEILLES, BREMEN, HAMBURG & ANTWERP:
	S.S. GOLDENFELS ... 8th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

19

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 14th Jan., at D'light.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th January 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	10th Jan. 7th Feb.	On 1st Feb., 11 A.M. On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU
TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.
"NIPPON MARU"
INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on
SATURDAY, the 11th January, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TSHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

2471.

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 68 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.
(1st and 2nd CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,
on WEDNESDAY, the 15th Jan., 1913, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest

and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.			
Steamers	Captains		Leaves
† "PANAMA MARU" ...	J. Kanoo ...	TUESDAY,	7th Jan., at 2 P.M.
† "SEATTLE MARU" ...	T. Saito ...	THURSDAY,	23rd Jan., at 2 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY,	5th Feb., at 2 P.M.
† "CHICAGO MARU" ...	I. Goto ...	THURSDAY,	20th Feb., at 2 P.M.
† "CANADA MARU" ...	K. Hori ...	WED'DAY,	5th Mar., at 2 P.M.
† "TACOMA MARU" ...	T. Hamada ...		

• Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI, " " " "
† Calling at KEELUNG. " " " "

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA
Calling at SHANGHAI, MOJI,
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVE
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 15th Jan., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVE
"DAIGI MARU"	Y. Sogekawa	SUNDAY, 12th Jan., at 10 A.M.
"DAIJIN MARU"	T. Fuchigami	"

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
Leave

STEAMER	CAPTAIN	LEAVE
"SOSHU MARU"	K. Tashira	WED'DAY, 8th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KANIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

776-7

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & CO.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	SATURDAY
INDIA	8000	MOOLTAN	10000	Feb. 15
ASSAYE	7500	MALTA	12500	Feb. 1
HIMALAYA	7000	MOREA	11000	Mar. 1
DEVANHA	8000	MARMORA	10500	Mar. 15
INDIA	8000	MEDINA	12500	Mar. 29
ASSAYE	7500	Through Steamer		April 12
DEVANHA	8000	MONGOLIA	10000	April 26
CHINA	8000	MAEDONIA	10500	May 10
		MALWA	11000	May 24
				June 7
				SUNDAY
				Jan. 22
				SATURDAY
				June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON \$71.10 SINGLE \$106.14 RETURN.

2nd " 43.8 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1 PROPOSED SAILINGS:

STEAMERS	TONS	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOYARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON \$55.0 SINGLE \$82.10 RETURN.

2nd " 28.10 " 57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDING.

781

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	AKI MARU Capt. B. Kon,	12,500	WED'DAY, 15th Jan., at Daylight.
	MISHIMA MARU Capt. A. E. Mose	16,000	WED'DAY, 29th Jan., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SADO MARU Capt. Asakawa,	12,500	TUESDAY, 14th Jan., at Noon.
	YOKOHAMA MARU Capt. K. Noda,	12,500	TUESDAY, 28th Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino,	7,000	WED'DAY, 15th Jan., at Noon.
	NIKKO MARU Capt. M. Yagi,	9,600	WED'DAY, 12th Feb., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON	CAYLON MARU Capt. Tozawa,	12,000	SATURDAY, 11th Jan.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamoshita,	6,000	MONDAY, 20th Jan.
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao	7,000	THURSDAY 16th Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. Richard,	12,500	WED'DAY, 15th Jan.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi,	9,600	WED'DAY, 15th Jan., at Noon.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU Capt. T. Sato,	12,000	FRIDAY, 10th Jan.

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	16,000	25th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HIYASHI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
KITANO	12,500	12,500	9th April
IYO	16,000	16,000	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG.
INABA MARU	12,900	12,900	11th February
SHIZUOKA	12,900	12,900	25th February
TAMBA	12,900	12,900	11th March
AWA	12,900	12,900	25th March
SAHO	12,900	12,900	4th April
YOKOHAMA	12,900	12,900	22nd April
INABA	12,900	12,900	6th May
SHIZUOKA	12,900	12,900	20th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 232 and 1241.

11-12-13